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THE SPHERE

Vol. CLXVIII No. 2199 WITH WHICH IS INCORPORATED THE GRAPHIC MARCH 14 1942

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WHAT THE SITUATION DEMANDS

Painted by
F. C. Harrison

1. **WHEEL** *for putting shoulder to*
2. **SOCKS** *for pulling up*
3. **STONE** *for not leaving unturned*
4. **BRASS TACKS** *for getting down to*
5. **TRUMP CARD** *for playing*
6. **BOLD FACE** *for putting on it*
7. **BELT** *for tightening*
8. **GUINNESS** *for strength*

G.E.1037

Volume CLXVIII No. 2199 The SPHERE, London, March 14, 1942

THE SPHERE

With which is incorporated "THE GRAPHIC"

The Empire's Illustrated Weekly

London, March 14, 1942

THE DAYLIGHT RAID BY THE R.A.F. ON THE POISSY FACTORY NEAR PARIS, WHERE LORRIES FOR THE GERMAN ARMY ARE MADE IN THE MATFORD WORKS. THIS PICTURE SHOWS THE BRITISH RAID ACTUALLY IN PROGRESS

The above striking picture is from an official Air Ministry photograph : it was taken during the course of the low-altitude daylight raid by the R.A.F. on the Matford factory, which lies 10 miles to the north-west of Paris. This raid followed on the heavier attack on the Renault Works at Billancourt on the night of the 3rd (*pictures of this attack are given on pp. 326-27 of the present issue*). For the Matford raid on the 8th a small formation of Boston light bombers of Bomber Command was employed : the Boston is an American-built aircraft. The factory has been producing twenty lorries a day for the German Army ; rows of these, ready for delivery, can be seen drawn up at the back of the factory's main building. The R.A.F. photographs show the accuracy of the attack : above, bombs are seen bursting on and around the target. Two bombs fell on the line of completed lorries, as well as those which fell on the factory itself

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A WAR NEWSLETTER —No. 132

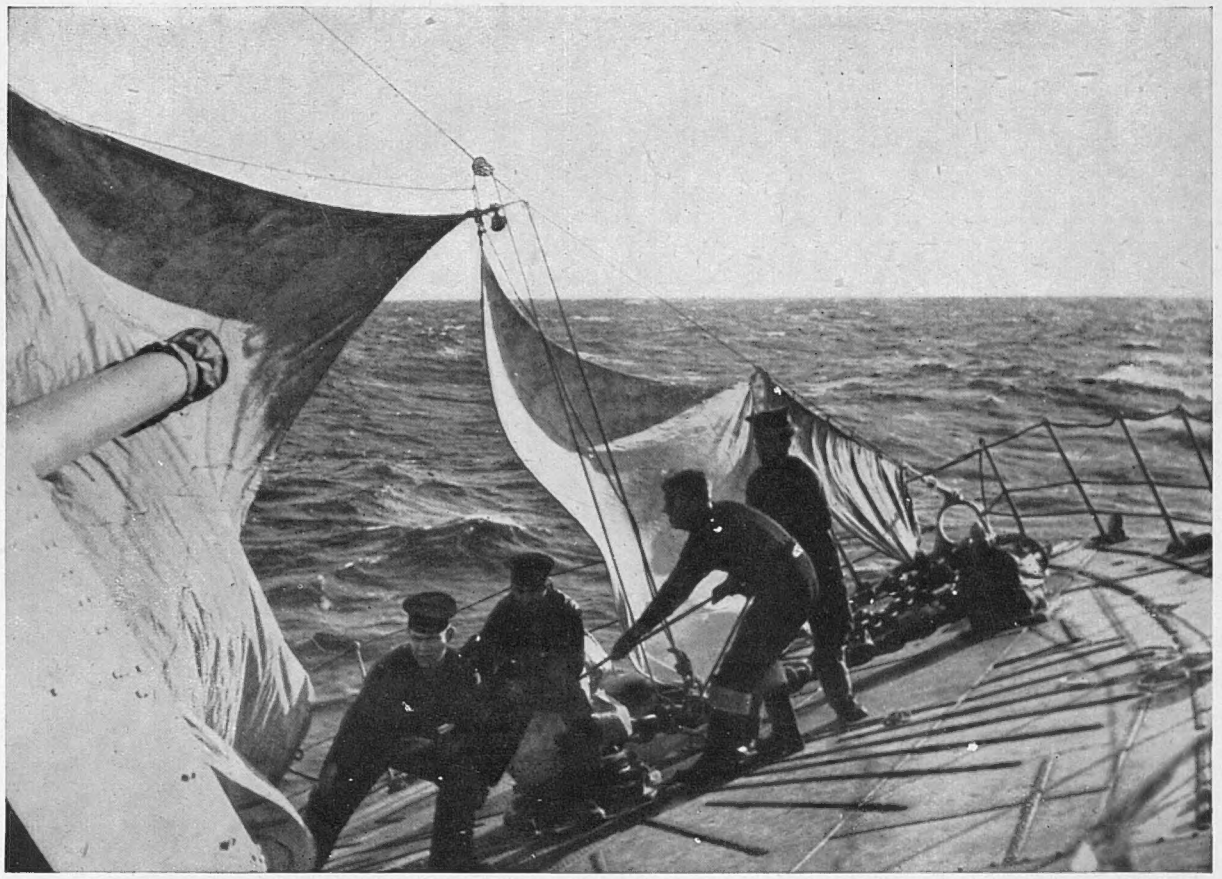
1, NEW OXFORD STREET, W.C.2.

Bombers over Paris.—

One of the chief reasons for the collapse of France was undoubtedly the fact that a majority of the leaders of the nation knew that they "could not take it" and preferred to sacrifice their national honour and liberty rather than to endure a rain of bombs on Paris. Has Paris spared one fraction of the glory of scarred London or of the Paris of yesterday? We had many opportunities during the years before 1939 to read the clear warnings and to assess the rottenness of the French statesmen. We preferred to look the other way, and kept our wagon hitched to a fallen star. Perhaps, therefore, we have not been justified in feeling so bitterly since the collapse of France the fact that hundreds of thousands of Frenchmen have been working hard to forge weapons of war for the destruction of Britain by the Nazis. The condition of slaves under the iron heel of a ruthless dictator is an experience, please God, which we shall never taste, and we do not fully realise all its implications even now. That is true, but we have had opportunities to learn how differently that condition can be met by nations now enduring it; how the humble men of those nations who have yielded to force but never yielded up their courage, or their ideals or their national spirit, have dignified slavery to the state of heroism, and have fought the fight for freedom with bare hands and unconquerable souls. The workers at the Rénault Armament factories are not all of them men of this kidney. Many are slaves to the Nazis, slaves to Vichy, slaves to fear, slaves to the baser frailties of human nature. There are all too many Frenchmen who even to-day regard the mass murder of their own countrymen by way of reprisal with a certain tolerance. Let us hope that Darlan realises (and that his knowledge is soundly based) that if his policy of co-operation with his country's bitterest enemies swings one inch further towards active participation in the war against the Allies, the mess of pottage for which he sold his soul and his country's soul will be on the fire, and that those parts of Paris which it suits our war strategy to Coventry-ise will be our bomber target for every convenient night, and in the same category with Berlin or Münster. The time has come for all civilisation to come out into the open and to declare for Apollos or for Paul. Norway, Holland, Greece, Yugoslavia, have blazed the trail, and it is time for a larger proportion of the French nation to follow their lead, and to remember France and her traditions. *Saluez de ma part la Colonne Vendôme.* Now is the time (not to-morrow or next year) for Paris to remember her past and her future, and the glory that was, and may again be, hers.

A Truce to Recrimination.

—I cannot believe that Warship Weeks are best launched and inspired by speakers who descend to political recrimination. We shall never have a truce to all that, not even in the article of invasion; not while our Democracy remains to us. But, even so, there are reserved occasions and reserved places where these matters of contention should not be raised—and the opening of a Warship Week is one such occasion. A son is rightly and naturally impelled to defend his father's honour or his father's name. There may be times when he is right to defend his father's Government or policy. Mr. Churchill to-day needs no champion, and his Government is new and under trial. It is a reserved hour also. I do not think Major Churchill did good service to the nation, nor much service to his father or to the Government, in his heady speech at Retford recently. Indeed, I deplored it, for I thought Major Churchill was still young enough to know better than at this juncture to rake among the dead ashes on the refuse heap. Contact with his father should impress on him that general principle and policy. And retired Admirals have a certain licence, immemorially granted them, to "say it with marlin-spikes," a licence which need not be withdrawn, for it is rarely abused. How many public men have ruefully but justly sighed: "Save me from my friends!"?



A DAMAGED BRITISH DESTROYER COVERS ONE HUNDRED AND FIFTY MILES UNDER SAIL

The steering gear of a British destroyer jammed and engine trouble was experienced as the result of heavy weather encountered recently in the Atlantic. The ship's commander, however, drew on the resource for which the Royal Navy is famous and had an improvised foresail hoisted so as to give the vessel steerage way. By this means he was able to cover 150 miles back to port

Victorian Statesmen.—

Within a few days, death claimed the two surviving statesmen who served Queen Victoria as Ministers—Lord Midleton and Lord Selborne. They possessed points of similarity. Both were Earls, both lived for the most part in their country homes, which bordered on West Sussex. Both were men whose characters for selfless service to the State, for loyalty, courage, honour, stood high and unchallenged. Both enjoyed the respect of their neighbours, high and humble, and of all the colleagues who served with them in the Government. No doubt they both made mistakes and miscalculations in their readings of political events and trends. The Great Queen has been dead these forty years. These last "stragglers" from the Victorian Age carried on through forty troubled, befogged years the great tradition of Victorian statesmanship. Consistency was easier to achieve in that age, there were fuller opportunities for vision, and less urgent need for swift compromise and expedients, in an era when a sense of permanence and security still survived. If to-day we sometimes feel that we have overestimated the greatness of the Great Victorians, we cannot deny the high level (in bulk) of the dignity and honour and selflessness of Victorian statesmen.

Stalin or Vansittart?—

An essay by Clutton Brock on the difference between the inspirations of poetry and prose struck me the other day as sound, and an apt parallel with the directing forces which shape our war and peace aims: the guiding force of poetry (he said) is Passion; of prose, Justice. Justice, not only to your subject, but justice in your process of thought. Justice implies patience, enquiry, proof impartiality. The poet relies on superlatives and purple. The prose-writer sinks himself and gets his reward at last in the reader's conviction and trust. In this question of the Allies' attitude towards the German people, as opposed to the Nazi slave-drivers and slave-gang, it seems to me that Stalin is the prose-writer and Vansittart the poet. Vansittart has a strong case, but his passions allowed him to overstate his case. He left it in the air, his problem unsolved, his remedies undefined. I confess that on this important question I vastly prefer the prose-writer's version. It is the fashion nowadays—a very swift *volte-face* in fashion—to send our lads in every sphere of war activity to the Russian University. I know no European University Chair more outstanding than the Russian Chair of Political Propaganda. I would have all Mr. Bracken's young men sit under it, and take their degrees in Moscow. And when they come back, I would have them clear up this dangerously muddled thinking which is called (rather unjustly) Vansittartism.

Commando–H.G.—

Avenues are being explored for a scheme of Home Guard "Commandos." The younger, vigorous, dashing type of volunteer will be specially trained for swift, mobile, *aggressive* action against small bodies of the enemy. Excellent. Very hopeful. We have said the same for nearly two long years. And now the sands are running out, the avenues have proved very long; and the "commando" phase will (believe me) only come to fruition and prove effective, if: (*a*) the selected men from each H.G. unit are chosen forthwith; (*b*) are taken away for intensive training by experts, for a fortnight at least, from their civil employment however important; (*c*) are fully compensated for loss of civilian pay during training; (*d*) are appropriately armed 100 per cent. and taught how to use the weapons chosen; (*e*) are furnished with extra rounds and opportunities for regular practice shooting and bombing; (*f*) have transport earmarked and always available to bring them up to their air-borne enemy. Given those conditions, the commando idea will work. The older men will carry on with observation, supplying information and holding improvised road-blocks and ambuscades. Any half measures now will mean one more paper reform. Our scarred countryside clearly proves the myopia of those who have conceived and misdirected H.G. training in the past. In spite of Holland, Greece, Crete, Malaya, Java, the idea has always persisted that England will be invaded by a mechanised force *moving inland from the coast* along roads, and the H.G. has been encouraged to dig itself in to its villages and hold up the enemy's A.F.V. with its few weapons and weak defence expedients. The picture of airborne troops landing behind or on the flanks of this coast-facing defence is still to be displayed for our learning. The idea of infiltration through cover is still a closed book. The sands are running out. It is "now or never" for this commando idea, which is the bones and beak of H.G. defence.

Weather Saws and Wizards.

—It is amusing to observe how, during any persistent sequence of weather conditions which is abnormal, the old weather saws are freshly remembered and passed from hand to hand. "If the sun shines before noon on February 14 . . ." "If it rain on St. Swithin's Day . . ." "Three white frosts . . ."; and so on. I sometimes ask myself if we are wiser than our fathers, and if our vaunted advances in science have thrown ridicule on the stored wisdom of ancient rustics, to whom weather changes were always matters of life and death. My flying sleuth agrees with me that rustic weather saws and wizards are not to be despised. If *he* ran the R.A.F. (says he) he would insist that every air station should recruit the most ancient farm labourer in its vicinity, invest him in the appropriate "motley" and give him leave to speak his mind. Every morning and every evening it would be the "Met. Bloke's" duty to consult old gaffer, and to accept his words as Bible. For example, the coming of local mists is an open book to local wizards. Three months' observation with the latest paraphernalia of science has not the value of three centuries of local experience; and local gaffers in Air Force blue might have saved the nation in "crashes," . . . how many hundreds of thousands of pounds, how many invaluable lives? I confess I still pin my faith on our local Antient's weather wise-cracks.

THE OLD STAGER

The 7th INDIAN BRIGADE Fights its Way Back Through the Desert

—Official photographs

After performing some fine work in the Libyan campaign, the 7th Indian Brigade was cut off by the enemy when the latter recaptured Benghazi. The Brigade was operating in the Solluch area; as General Rommel made his rapid advance towards El Gazala, it looked as if the British force would be cut off. But—after much hard travelling for three days and nights, much of it through enemy territory—the Brigade arrived safely back in the British lines at El Adem. A Thanksgiving Service was held shortly afterwards, at which those who had performed this meritorious escape were able to render thanks for their safe return

THE THANKSGIVING SERVICE AT EL ADEM AFTER THE ARRIVAL THERE OF THE TRAPPED 7th BRIGADE: Upturned lorries were used as shelter against the strong wind

THE BRIGADIER at the Thanksgiving Service at El Adem

BRITISH SOLDIERS WHO FORMED PART OF THE 7th BRIGADE at the Thanksgiving Service at El Adem after their safe return from the desert

DURING THE THREE-DAYS' TREK BACK: After a long journey one of the lorries needs a push to get it going on the way to the British lines

A LORRY-LOAD OF SOME OF THE MEN as they returned to the British lines after three days and nights on the march

INDIAN TROOPS OF THE 7th INDIAN BRIGADE, well wrapped up in blankets, enjoying their first cup of tea after their return to El Adem

THE ENCIRCLEMENT OF THE GERMANS AT STARAYA RUSSA

MEN OF THE RED ARMY: The fine types of Russian who are now taking their place in the fighting line. This picture was taken as truckloads of Soviet troops passed through Moscow on their way up to the Central Front

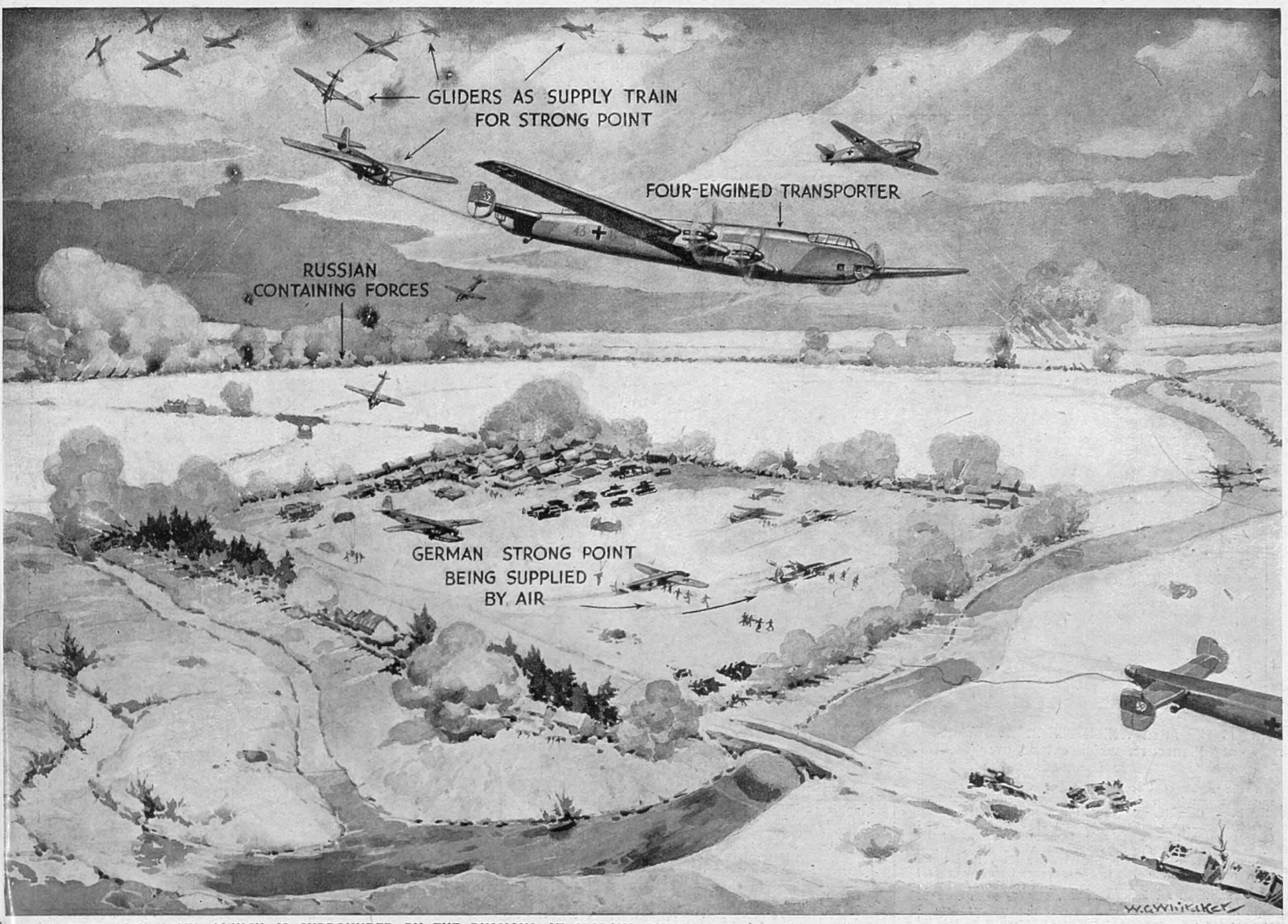
SOME OF THE MEN WHO DROVE THE GERMANS BACK FROM MOSCOW: These soldiers are tank crews attached to the First Moscow Guards Motorised Infantry Division. They were amongst those who defended the approaches to the Russian capital against the hordes of advancing Germans

IN THE GERMAN REAR—Russian guerillas discussing the plan of a raid on the enemy: These are the men who paved the way for the present series of successes by the Red Army. For months they have carried their lives in their hands, operating as they have been behind the German lines, but securing their supplies and ammunition by penetrating the lines at night and making contact with their Soviet comrades. They have blown up bridges, raided supply columns, created diversions and generally terrorised the enemy at the psychological moment! Note their good, warm clothing and the completeness of their equipment

MARIA SHUVALKINA, a stretcher-bearer of the Red Army, who carried forty-nine wounded men from the field

LIEUT.-GENERAL P. KUROCHKIN, Russian Commander of the North-West Front, in charge of the operations at Staraya Russa

POVERTY AND DISTRESS IN THE OCCUPIED UKRAINE: This picture throws light on the conditions in Nazi-occupied Europe. It was taken in a town in the Ukraine, and shows a peasant woman offering for sale in the market-place five beets and a glass of sunflower seeds as food. Other stalls in the market-place are completely empty, with nothing at all to sell

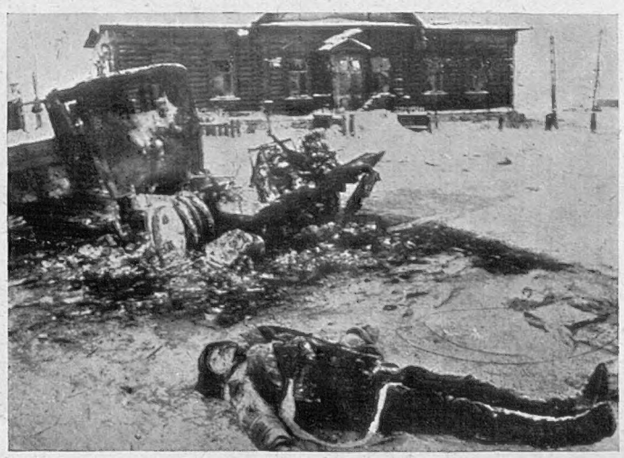


THE TRAPPED 16TH ARMY, WHICH IS SURROUNDED BY THE RUSSIANS AT STARAYA RUSSA, now depends on aircraft for its supplies and reinforcements. This picture shows how the Germans fly their teams of gliders to specially selected strong points within the area of defence, and thus attempt to delay the moment of final surrender—*Drawing by W. G. Whitaker*

At Staraya Russa, on the East Front, our Allies have surrounded the whole of the German 16th Army and are slowly closing in on it : in the first stages of the attack the Russians routed the 290th Infantry Division of the 2nd Army Corps, the 30th Infantry Division of the 10th Army Corps and an S.S. Division, 12,000 Germans being killed. The fact that the 16th Army has been surrounded is admitted by the enemy : it is now further admitted by them that several other German units are completely encircled elsewhere at points often far behind the Russian lines, and that they are maintained with food and ammunition only by means of the Junkers 52 big troop-transporting aircraft. The Germans, however, say that the encircled troops have deliberately been left behind, to serve as a thorn in the Russian supply system ! These isolated "hedgehogs" (as they have been described), or "citadels of resistance," as the Germans also term them, usually consist of one division : when the enemy begin their spring offensive, these encircled troops will form the spearhead of the advance. Such "hedgehogs," or strong points, usually consists of one division : to keep them going, huge four-engined transports tow in trains of gliders, escorted by fighters. Obviously, calm weather is needed for this operation, and freedom from attack by Russian fighters. How effective the latter is, however, is shown by recent reports from Moscow of the number of German aircraft shot down. The drawing above depicts the method of operation of the German air-borne relief system

ALL HANDS AT WORK TO KEEP THE RAILWAY OPEN : A picture just received in London, showing civilians clearing the track near a station on the Dzerzhinsky Railway after the Nazis had been cleared from the district by the advancing Soviet troops

The Germans, retreating in haste from an area near Staraya Russa, abandoned these arms, vehicles and equipment. A white camouflaged group of Soviet infantry carries on the advance



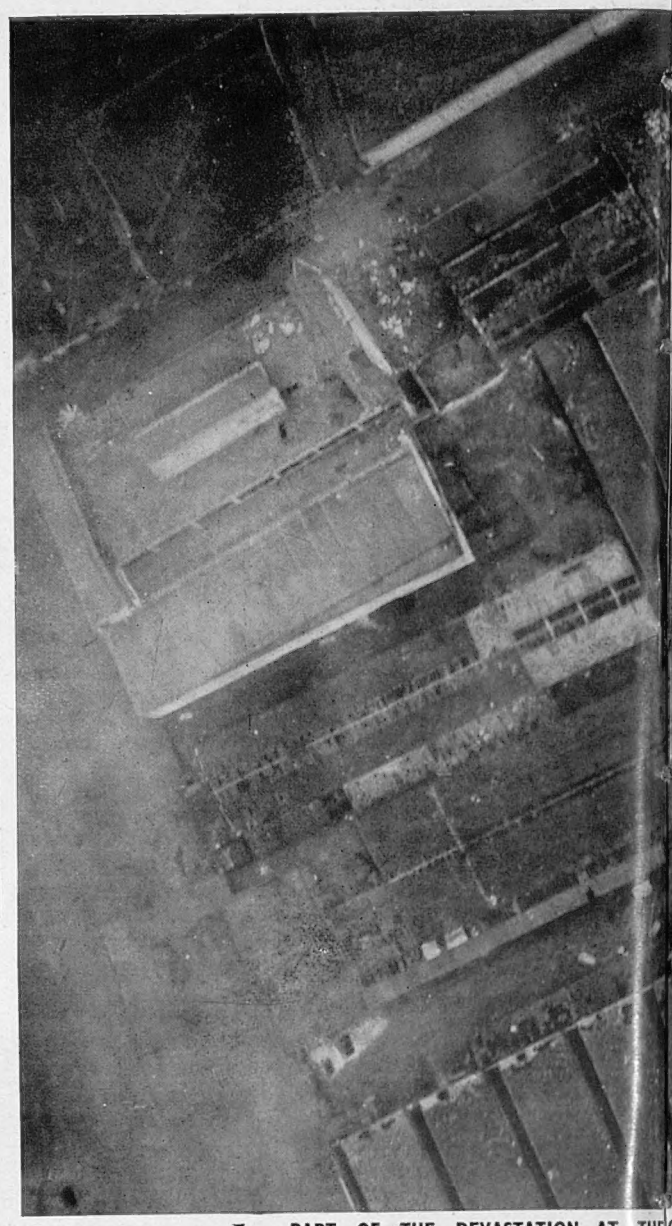
The enemy is ousted from another little town. Destruction and desolation are met at every street corner. Here a German lorry was destroyed and a Nazi soldier lies frozen in the snow

THE R.A.F.'S SMASHING ATTACK ON BILLANCOURT

Amazing Official Photographs showing the Wreckage of the great Renault Works in a Paris Suburb, Raided by Aircraft of Bomber Command on the Night of March 3

THIS IS THE AREA WHICH THE R.A.F. SET OUT TO DESTROY : A general view of the Renault Works at Billancourt, which extend over the Ile Seguin (seen at the top of the picture) and which are bounded at the bottom by the white line in the above view

On the night of March 3 Bomber Command made a smashing assault on the German war effort, by attacking the huge Renault works at Billancourt in the south-western suburbs of Paris. These works are very large : their location is unmistakable, being on the bend of the Seine as shown in the above general view. Renault is a household word in France, and the Renault Works (once the centre of Communism amongst French factory-workers) have become the outstanding symbol of collaboration with Germany. The company is known to have been engaged in making and repairing transport vehicles, tanks and aero-engines for Germany. The pictures reproduced on these pages bear ample proof of this. So successful was the raid that fires were burning amongst the debris even on the second night. The official Air Ministry photographs reproduced here were taken by a lone pilot of the R.A.F. in full daylight : he braved the dangers of 150 miles of enemy territory to secure them, and over the ruined works came down as low as 400 ft. to make sure of the best results. The picture above is in the nature of a key to the others. The spot marked 1 corresponds with that shown in the large photograph, similarly numbered, on the right : 2 and 2 correspond with the area covered by the photo-graph below ; and 3 corresponds with the photograph on the far right of these pages. Picture No. 3 was taken whilst the raid was actually in progress



1. PART OF THE DEVASTATION AT THE assembly was carried out ; in the be used on the Russian front

2. In the foreground of this picture is the wreck of the Modelling Department : in the centre are destroyed workshops. Note how carefully the R.A.F. concentrated their attack upon the factory itself

1. Surrounding the gasometer very little now stands upright. Shops, buildings, finished products, all have been hit. If evidence were needed of the justice of the raid, this picture supplies it in full ! One has only to look at the tanks and other vehicles to realise what the Renault Works were doing for the German war effort.

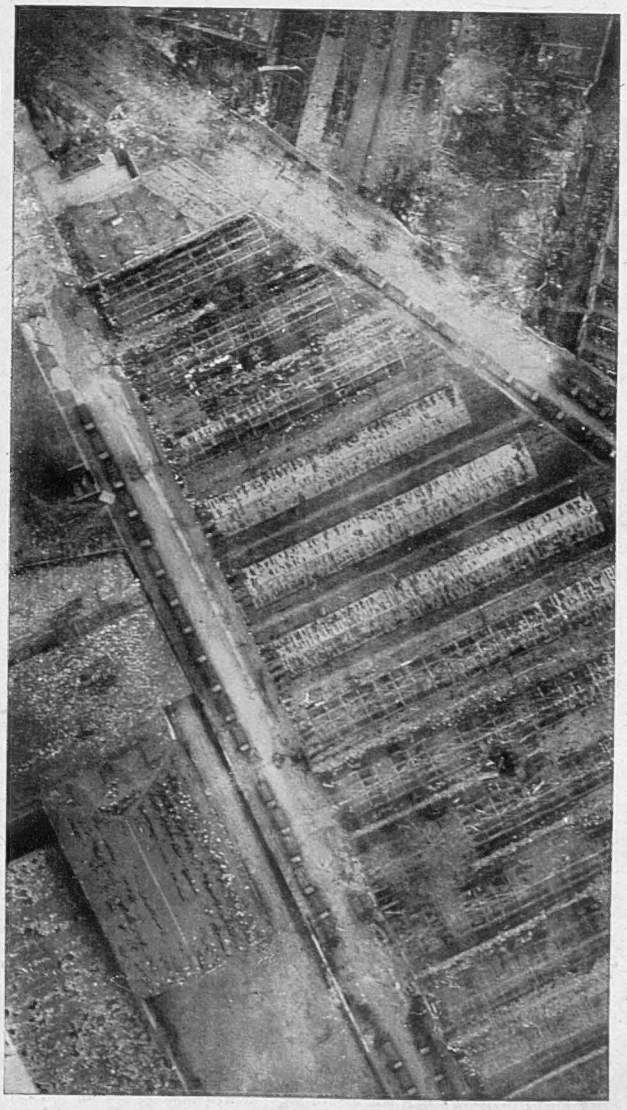
2. In this picture the R.A.F. shows how precise was its bombing : amongst the heap of still smouldering ruins are tank workshops, modelling department, administrative offices and other parts of the Renault organisation. Yet the streets and buildings in the background are intact. Beyond the works, in the top right-hand corner, is the Place Nationale with spectators looking at the ruins.

3. There was bright moonlight on the night of March 3. This is the display which took place over and round the Ile Seguin as the R.A.F. developed their attack. (1) the network of arrows point to buildings on fire ; (2) these, too, are fires ; (3) smoke from a heavy bomb, just exploded on the river-bank ; (4) the flame from a heavy bomb ; (5) smoke from other bombs.

4. The lorries were evidently awaiting delivery or had come in for repair : the roofless buildings on the right are tank assembly shops. Towards the bottom of the picture it will be observed that a direct hit has been scored in the roadway.

REAT WORKS : in the centre is the wrecked gasometer ; all about are wrecked buildings where tank ottom right-hand corner is a collection of completed tanks, now so smashed-up that they will never

3. A PICTURE TAKEN WHILST THE RAID WAS ACTUALLY AT ITS HEIGHT : aided by their flares, of which there must have been many hundreds, the R.A.F. were able to see just exactly where to drop their terrific loads of the biggest and best bombs they possess



4. NOTE, IN THIS PICTURE, THE LORRIES PARKED ALONG THE ROADWAYS, with gaps where bombs had exploded. Tank workshops are also shown extensively damaged

GIFTS WE MAKE TO THE GERMAN INTELLIGENCE STAFFS

Some of the Vital Information which we Gratuitously and Needlessly Present to the Enemy and thus Acquaint Him with Our Intentions and Methods during Coming Operations

By FERDINAND TUOHY

THERE is no harm in periodically reminding ourselves that somewhere across the Channel there continues to exist a West Front Headquarters, at which a Nazi General Staff holds itself in readiness to direct any operations that may be necessary against the British enemy. One branch of this headquarters ("Operations") doubtless controls armoured concentrations at nodal points behind the long coastline, mechanised formations ready to advance instantly on such part or parts of the front-line coastal defences as may be threatened. This branch has hardly been overburdened with work, as the German military machine knows it. But a second branch has been working without respite: that section of the Nazi Intelligence Service whose job it is to keep an eye on Britain; on what goes on here; on what is thought and planned here; on moods and alarums, "revelations" and indiscretions.

The German Information Service watching Britain is split into divers sections and subsections, each expert in its own way. Staffs are "English experts," a high percentage of whom were directed specially to this country during the '30's in order that they should become better acquainted with the spheres they would have to watch when war came. Keen young Germans who, in that decade, merged themselves in our industrial world, in radio, in newspapers, in Service circles, in flying, in our political and social set-up, with its clear indication of changes to come, are daily correcting or adding to files and charts, maps and graphs, each bearing on a particular phase of the puzzle: Inside Britain. Nazi Intelligence work does not slacken after inquiring into such major and obvious factors as the strength, movement and disposition of the armed forces here; of their training and equipment, degree of readiness to meet this and that contingency; of the ebb and flow of our war production; of the location of our stores and dumps, hidden and otherwise; of the layout and defence of our airfields. It perseveres and penetrates in all directions, some of them so minute as to make one wonder what yield there can be.

In the last war (excuse my mentioning it, but there are some things we can profitably remember from it) a considerable amount of information was obtained from prisoners or deserters. Also, spies could criss-cross Europe and deliver their wares. Neither of these sources is giving the same return to-day—at least in so far as the Anglo-German war in the west is concerned.

At this stage the Nazi Information Service might point out with some glee and justice: "You 've forgotten that we can rely on a certain proportion of Axis sympathisers in foreign embassies, legations and consulates, people ideologically keen to act as links for our agents, if not to forward the information themselves. Our Führer shows all such foreign officials the door the moment their Governments betray sentiments antagonistic to Germany, but, fortunately for us, the democracies don't proceed to such 'extremes.' You British allowed the Japanese to stay on in London until Pearl Harbour—perhaps you had to—but, anyway, there they were, the Japs diplomatically immune and privileged."

"Diplomatically immune" spying may not be as one-sided as the above suggests, but there is very strong ground for believing that the enemy has profited most by it, and that it fulfils a role in this war much outstripping the part it played in 1914-18. I think this is as certain as that we are the losers in a second sphere also: in gratuitously giving away information about ourselves. At a moment when the Japanese have shown that startling victory lies in knowing every gum-tree and coral-reef in the enemy's country while denying him all knowledge of one's own cabbage-patch, in Parliament here, in speeches in the country, in the newspapers, on the radio, and by no means least in non-stop vanity-babble by the public ("I only tell *you* "), a stream of self-revelation goes to feed those Nazi files and charts across the Channel. The pity of it is, of course, that unless someone starts shouting, implying self-revelation, we risk getting saddled with duds ruling us. Yet one cannot help thinking that a reasoned balance remains to be struck.

Here are a few examples to underline what is meant:

"Two Field Security Police—one in the uniform of a German soldier, the other in that of a German airman—have found that they were able to wander at random through a residential district in the Home Counties, according to the *Police Chronicle and Constabulary World*. During several hours' ramble they asked a number of leading questions, spoke in guttural English, and occasionally relapsed into German. They mixed with the public, and ended the afternoon by having tea in the most popular local café. Not a single person stopped them for their credentials, and only one person telephoned the police station."

One can imagine the Nazis commenting: "How very kind of the English police to tell us that the people even round London, the capital, don't recognise German uniforms for enemy uniforms when they see them! This suggests that the first German arrivals in an invasion scheme would have a less difficult job than we expected." It also suggests that, instead of doing nothing even now towards acquainting the public with German uniforms, worse use could be made of paper than to get out a few thousand posters.

Then there was the public discussion about airfields, proper defence of, by almost renowned experts. I have here a bunch of cuttings, many of them speeches, which I 'll bet my bottom dollar have been fairly lapped-up by the Nazis—as I know our Intelligence would lap up similar stuff if it ever came through to us from Germany.

And here is "a General at the War Office" announcing that one reason Lord Gort's campaign failed was that the troops were instructed for security reasons to use wireless as sparingly as possible, but that all that would be different hereafter. Apparently there 's now going to be a positive orgy of wireless use, and no doubt the Germans are improving their intercept, compass and decoding arrangements accordingly.

Colonel Ralston, Canada's Defence Minister, must be versed in the secrecy of Order of Battle maps. Why, then, proclaim that the first, second and third (Canadian) divisions are in England at the present time and, together with other troops, number something like 100,000 men; that there are another 125,000 in Canada; that there are further some 25,000 men in the Navy, over 250 ships, a dozen destroyers and 50 corvettes; and, finally, that against 4,500 men in the Air Force at the beginning of the war, there are now 45,000?

If the Nazis are keeping a scrapbook, the following would certainly be worth a place: "It was estimated by British officials in Washington that a brigade of 150 American-made tanks is participating in the British offensive in Libya. A British officer said they comprised possibly a fourth of the Eighth Army's equipment. This would suggest that the British Commander has about 600 tanks at his disposal." Now, keeping tabs on armoured strength in the opposing camp must be the most difficult and the most important of Intelligence innovations, so let us hope those British officers were putting out dope. But were they?

Here is another choice example: "The Army has adopted a new plan for the defence of Britain against invasion. It breaks clean away from the old system of fixed lines of defence. The new scheme is based on the defence of localities which have been selected because of their strategic importance. These localities, garrisoned like a fortress, are at points where the defenders will be able to deny to an invader the use of the main roads he will require for the movement of the masses of his fighting and supply vehicles. This is the doctrine that is now being taught right through the British Army." No use blaming the Press for publishing this, for it went through the censorship, and, if accurate at all, obviously emanated from Army quarters. There is, of course, such a thing as publicising hooey in order to hoodwink the enemy, but the foregoing doesn't sound like hooey, which, furthermore, is one of the most complicated things to put over successfully. The Japanese just grinned right across their mugs when they heard our commanders saying how strong we were or would be in the air and elsewhere, the little yellow fellows having every stingah docketed.

And here is a bull's-eye by Timothy Shy: "Last week's stolen plans were those of important new shadow-factories and bombers, and enemy agents, we learn, still need two more of this series to make the set. Will everybody please refrain from confusing and obstructing them by leaving attaché-cases of relatively unimportant papers lying about in cars, cinemas and so forth?" That went home with me, because on the same day an officer, descendant of a former War Minister, was fined £1 for leaving "important secret documents in his unlocked car."

Up yet another street, identity cards are already of much more use to transgressors than to law-abiding citizens. In an invasion they would be sheer jam for the Germans. Conceived in the kindergarten, without as much as a tallying photograph, I forget how many are now missing—something like 700,000, I believe. "A director of H.M. Stationery office, Mr. Edgar Phillip, said that, up to three months ago, identity cards were not treated as security documents, and were not locked up."

Alas, I could continue quite a while longer in this vein. Here is a most interesting piece which I shall *not* share: "The Deception Officer and his Duties." And here is a high authority telling all and sundry about our new air engines.

"I hear a good deal of criticism" (writes The Londoner in the *Evening Standard*) "of speakers in this week's debates in the Lords and the Commons. The critics say that things were mentioned—and thus reported—which newspapers would never have been allowed to publish under other circumstances: the censorship would have blue-pencilled the copy for security reasons." And the writer goes on to mention Mr. Hore-Belisha as having been too revealing in his references to our air equipment, and Lord Chatfield for expressing ignorance as to the destiny of two battleships.

Why don't we all borrow the Soviet security slogan for the duration? "*Not one word too much.*" It goes when boy meets girl and when Minister meets critic. Sir Stafford Cripps will probably agree that one big reason for the armed efficiency of the U.S.S.R. has been the importance attached to not giving a thing away to the enemy

SWEARING LOYALTY TO THE MEN OF VICHY

In the presence of M. Pucheu, Minister of the Interior, and Admiral Darlan, Vice-President of the Council, a large number of Regional and Departmental Prefects assembled in the capital of Unoccupied France recently and personally swore their loyalty to the veteran Marshal Pétain and his Government. M. Carles, Regional Prefect of Lille (in Occupied France), is here seen raising his hand to take the oath of allegiance. On the left of Pétain is Minister of the Interior Pucheu; on his right, Admiral Darlan

THE TRIAL IN PROGRESS—THE ONLY PICTURE WHICH THE VICHY GOVERNMENT WOULD ALLOW TO BE TAKEN IN THE ACTUAL COURT ROOM : Eight of the nine judges of the French Supreme Court are seen here : on the left is the Prosecuting Attorney, M. Cassagneau (the French Public Prosecutor)

GUARDS ON DUTY AT THE JUDGES' AND LAWYERS' ENTRANCE TO THE RIOM COURT HOUSE at the start of the Trial : Entering on the right (in naval uniform) is Admiral Herr, one of the judges

ALL THE APPROACHES TO THE COURT HOUSE ARE GUARDED by hordes of soldiers and police, to whom all authorisations have to be shown—even those of the judges conducting the Trial !

The "WAR GUILT" TRIAL AT RIOM, Ordered by the Men of Vichy

COMMANDER WATEAU, one of the nine judges, shows his credentials at the gate. He was the Commander of the Lafayette Escadrille of American pilots in the last war

Determined to switch the blame for the war on the French, the Germans insisted on the "War Guilt" Trial at Riom. But the proceedings are not going according to plan, if reports from Vichy be correct. The defendants include the two ex-Premiers, MM. Blum and Daladier (M. Reynaud is to follow later); General Gamelin, the French Generalissimo; and other highly-placed former Ministers. Gamelin is preserving an obstinate silence, refusing even to answer questions; but MM. Blum and Daladier have been making statements highly damaging both to the present Vichy Government and to the Germans. The Court consists of nine judges, of whom M. Caous is the President: amongst the number is (as might be expected) an Admiral, and Commander Wateau, who had a distinguished career in the last war as head of the famous Lafayette Escadrille of volunteer American pilots. The Court is most closely guarded, and only those with actual business there are permitted to enter—the general public being rigorously excluded

THE JAPANESE ADVANCES IN BURMA

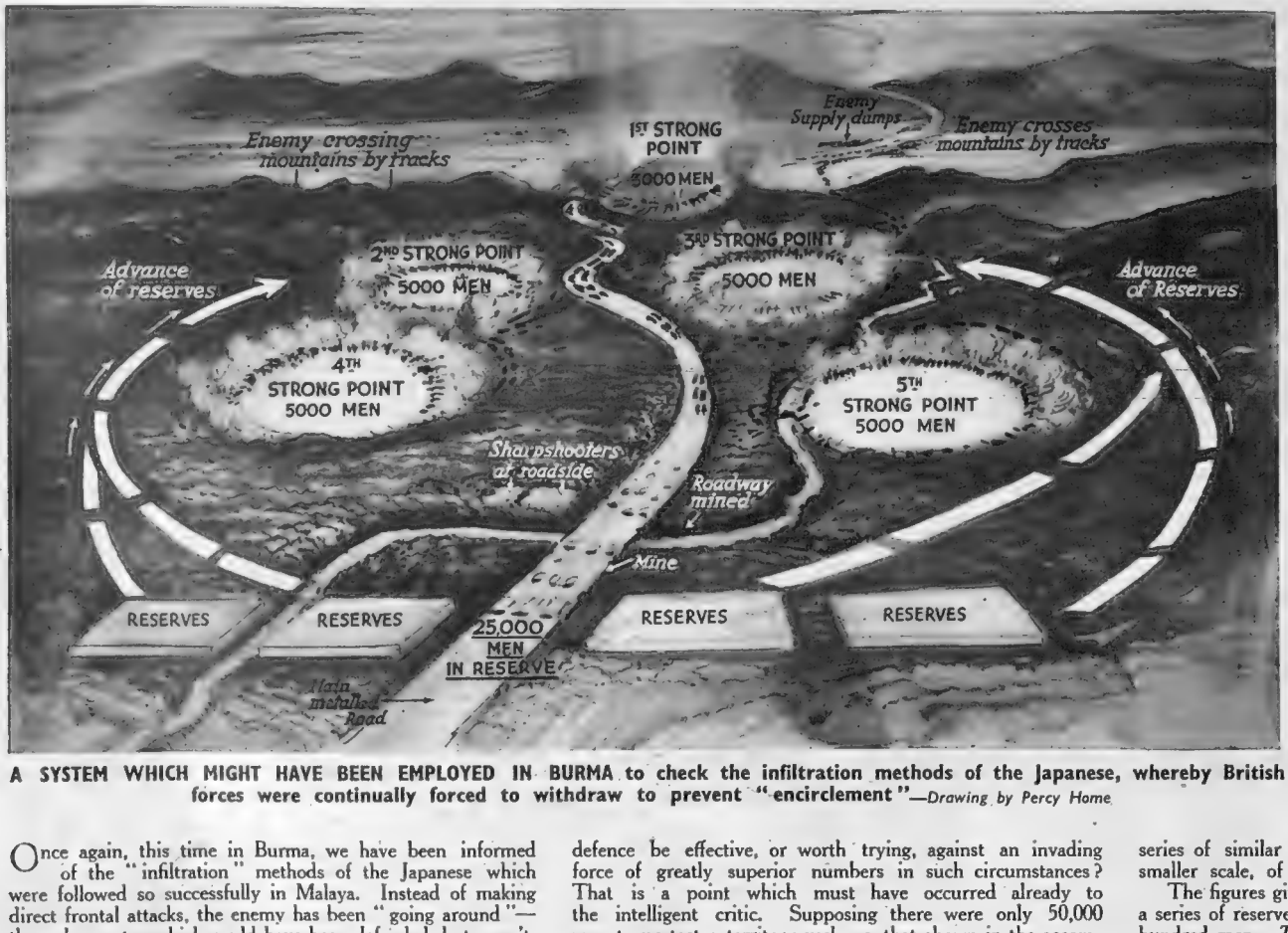
The Abandonment of Rangoon and the Cutting of the Burma Road

THE CITY OF RANGOON lies in a curiously isolated position, and there is no connection by road northwards to India

IN THE HEART OF THE CITY: A busy point, where Pagoda Road meets Montgomery Street: The Railway offices are on the left, and the Shwe Dagon Pagoda lies in the distance

THE GREAT HARBOUR OF RANGOON, now virtually abandoned, but before the war the third largest port in the Indian Ocean

The position of the city of Rangoon is a curious one, inasmuch as it has no connections overland with India (as one might expect from looking at the map). In between Rangoon and Chittagong is a trackless, mountainous area: consequently, communication with Calcutta has, of necessity, always been by sea. With a good part of Burma to the east already in enemy hands, and with the Burma Road to the north cut by the Japanese, Rangoon was abandoned by its European population some time ago and became "almost dead." Its hotels and shops were empty; some had been broken into, others burned; and the city passed under military control when the menace from the Japs increased after the crossing of the three rivers a few weeks ago. Before the war Rangoon was a great port—third largest in the Indian Ocean, its trade only exceeded by Calcutta and Bombay. Actually, it is not on the ocean at all, but forty miles up the Irrawaddy River. Its population was some 500,000, of whom only about 2,000 were European



A SYSTEM WHICH MIGHT HAVE BEEN EMPLOYED IN BURMA to check the infiltration methods of the Japanese, whereby British forces were continually forced to withdraw to prevent "encirclement"—*Drawing by Percy Home*

Once again, this time in Burma, we have been informed of the "infiltration" methods of the Japanese which were followed so successfully in Malaya. Instead of making direct frontal attacks, the enemy has been "going around"—through country which could have been defended, but wasn't. In the result, our own forces have been compelled to carry out a series of "strategic retirements" of the sort to which we have become too accustomed of late. The question is now asked here—would the "strong-point" method of defence be effective, or worth trying, against an invading force of greatly superior numbers in such circumstances? That is a point which must have occurred already to the intelligent critic. Supposing there were only 50,000 men to protect a territory such as that shown in the accompanying diagram, and the enemy landed 100,000 men at once. Undoubtedly the tendency would be, among conventional commanders, for the 50,000 to be withdrawn mile by mile in a series of the kind of "delaying" actions which do not delay. The idea of dispersing many of the men in strong-points, and keeping others in tactical reserve, would seem out of the question.

Yet it might be that the "unconventional" system would prove far more satisfactory than the customary method. One might even advise the approximate splitting of the defenders into the prescribed strong-point groups, 25,000 of them to garrison the advanced points, and 25,000 to wait in reserve at the rear. It is shown in this diagram how the first half could be deployed in about five strong-points. That would mean 5,000 men in each. Now, admittedly the enemy would surge down and round these with his strong invading army, *but* it would not be 100,000 strong at the spear-heads of its thrusts; indeed, local numerical superiority might often be enjoyed by the defenders if they made clever use of their interlocking positions.

Sooner or later, however, the strong-points and their weaving patrol arms would be finished—and at this juncture (preferably just before it) the reserve force would strike, aiming, by prearranged plan, to move round the invaders' flank and chew a big lump from approximately the dead-centre of his body. (That is one of several possible moves.) Some of the strong-points might be relieved, perhaps their garrisons brought back to another series of similar points in the rear, for a repetition, on a smaller scale, of the whole performance.

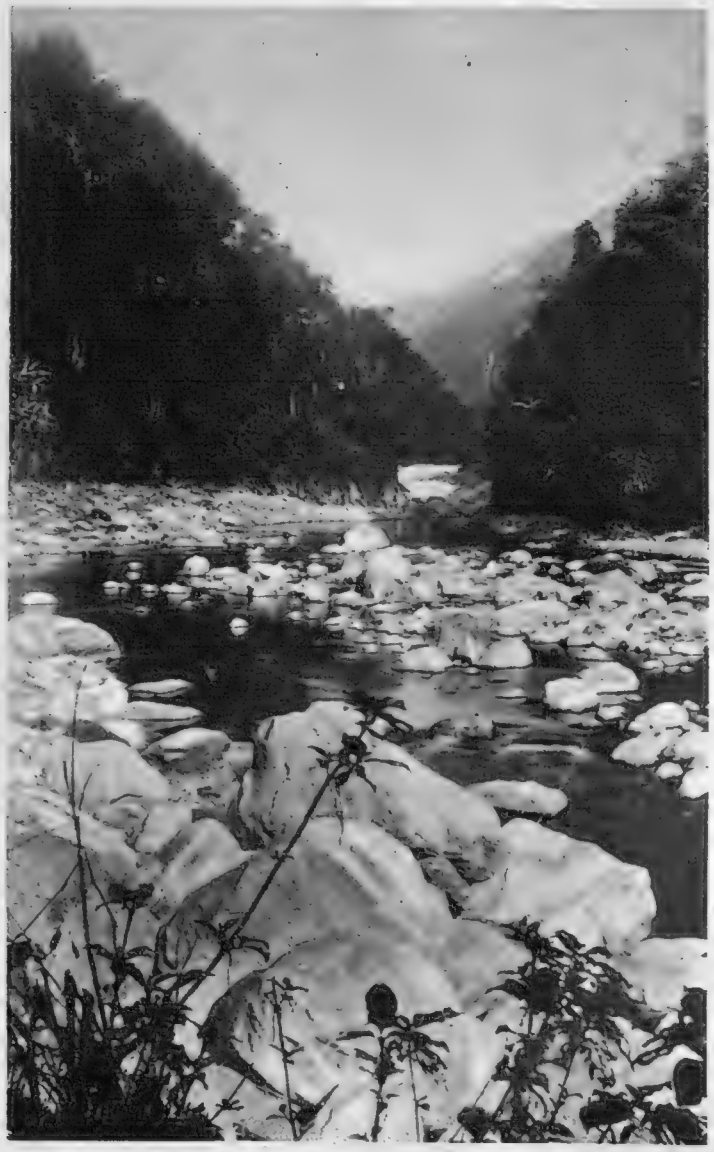
The figures given are for the sake of argument. In reality a series of reserves would be maintained, even down to a few hundred men. *The whole idea would be to hamper the enemy at all costs, and to use every man and gun till he and it were completely worn out.* And the method would certainly obviate that phrase in communiqués to the effect that our men were forced to retire as they "were being surrounded on the flanks."

D. C.

IN THEIR CAMPAIGN IN BURMA, THE JAPANESE HAVE USED MOUNTAIN AND FOREST TRACKS FOR FLANKING MOVEMENTS, in order to keep the motor highways clear for their main forces : Elephants have been used in the supply columns—*Drawing by W. G. Whitaker*

The main Japanese thrust into Burma was launched (as expected) through a Pass (the Kawkareik Pass) which is the principal trade route between Burma and Siam, and an old invasion route used by the Burmese conquerors of the past. Instead of forcing the Pass by a frontal attack (through the Pass runs a 55-miles-long metalled road) the Japanese and Siamese troops swarmed across the border along tracks and mountain paths—supported by elephant supply columns ! These tactics isolated the British and Imperial forces in the forward areas time and again, and the defenders were compelled to fall back. As the British withdrew, Japanese lorries then brought up fresh supplies along the metalled mountain road. Had it been possible to construct proper defences along the rivers of this region, British forces (aided by Chinese reinforcements) might have been able to check the invaders. But no defence works existed, for it was never thought that the Japanese would ever penetrate the mountain barrier separating Burma from Siam. The employment of elephants was a good stroke on the enemy's part, and they brought large numbers of trained Siamese animals with them, making use of them for conveying supplies, field-guns and other necessary equipment. (How the outflanking methods of the Japanese in Burma might have been prevented is indicated in the drawing and notes on the facing page)

ALONG THE BURMA ROAD, now cut by the Japanese : This wonderful picture shows the scene as the Road twists and turns on a series of ridges amongst the mountains of Yunnan Province : at points in this region the driver can look down on layer after layer of the same road ! In the very bottom right-hand corner a truck may be seen rounding a curve in the road. Now that the Burma Road has been cut by the Japanese, it is likely that a new route will be adopted for supplies to China : this will probably be by way of Sadiya from Assam and India



ON THE LINE OF THE NEW "BURMA ROAD" FROM INDIA : The Digaru Gorge, about fifty miles from Sadiya : this view is typical of the type of country through which the new supply route to China will run

THREE MONTHS OF JAPANESE WARFARE

How the Enemy has Swept Through the Whole of the South-West Pacific—*Described by* ROBERT FINCH

WITHIN three months, the Japanese have become masters of the south-west Pacific, and conquerors of vast rich territories in south-east Asia and the East Indies. They chose their time well; their first blows were treacherous, sudden and successful; they sent huge and heavily-protected convoys over long seaways; their fifth-column work was superb and paralysing; their hoarded munitions of war, secret naval construction and unsuspected efficiency and numbers of aircraft, gave them overwhelming advantage at a time when Britain was fully committed elsewhere and the United States was unprepared for active warfare.

Systematic invasions of the Philippines began at Aparri, 400 miles north of Manila, on December 10, and soon the whole northern coast of Luzon was being attacked. On December 26, the Americans removed anti-aircraft defences from Manila and declared it an open town, for the sake of its civil population; this, however, did not prevent the wholesale bombing of the city on the 27th and 28th, causing terrible destruction and loss of life. On the 29th, the high island fortress of Corregidor at the mouth of Manila Bay was heavily bombed; by January 1, 1942, the batte for Manila was over, and the Japanese entered the city on January 2. But General MacArthur's gallant forces still held out on the Bataan Peninsula, and the battle for the Philippines still goes on.

HOW THE INVASION OF THE PHILIPPINES TOOK PLACE: A picture taken from an enemy invasion barge during the attack on the island of Luzon, on which Manila stands

taken, and that British forces had withdrawn southwards to a better line of defence. By the end of 1941 the Japanese had driven the defenders far south, had captured Kuantan, on the coast of Pahang, and crossed over into Selangor.

Air attacks on Burma began in the Tenasserim region on December 11, and on the 15th the garrison at Victoria Point, in the extreme south of Burma on the isthmus of Kra, was withdrawn. Raids on Rangoon became frequent by Christmas Day, and the bombing of Moulmein on January 3 heralded the attack which has since developed into a full-scale assault on Rangoon and the Burma Road supply route to China.

The Japanese attack on Hong Kong began at dawn on December 9, and in spite of gallant Chinese counter-attacks on the mainland, the Japanese forced the evacuation of Kowloon on December 15. An ultimatum to surrender had been presented and rejected by the Governor (Sir Mark Young) on December 13, and so had a second on December 17, when combined air and artillery actions enabled Japanese landings to be made on December 19. Hong Kong, battered, deprived of water and of all hope of relief, surrendered on Christmas Day 1941.

All this had been accomplished in about three weeks of rapid movement, by sudden, ferocious attack, at points so widely separated that no concerted plan of defence by the small forces of the United Nations could hold them.

AT THE START OF THE SIEGE OF SINGAPORE: A British soldier digging a trench at Woodlands, preparatory to our withdrawal to the island from the Malayan mainland

THE ANALOGY BETWEEN MANILA AND SINGAPORE: Could the latter have been declared an "open city" and the British forces moved to a better defensive position elsewhere? (*See notes below*)

The difficulty of holding Singapore Island (about the size of the Isle of Wight), with a city of 750,000 inhabitants at the Military Commander's back, became more evident as time progressed—especially as there was no widespread attempt to assist in the city's defence by its very mixed population. General MacArthur, quite early in his campaign, decided to quit Manila entirely, leaving the city open to the enemy if he thought to occupy it: he abandoned all the amenities and conveniences of the capital city, but at the same time constituted his forces into a fighting unit with only military responsibilities. His rapid move to a compact area of defence in the Bataan Peninsula gave him a rock fortress of great strength to guard (but not wholly protect) his southern flank. With Singapore, on the other hand, once the triple line of prepared defences on the mainland had fallen, there was but slight hope of containing the attackers—and then less so when one considers the presence of hundreds of thousands of native residents, to say nothing of refugees! Had it been decided that the defence of Singapore was too great a task, the city could have been abandoned by the military and declared an "open city" like Manila. It might then have been possible to evacuate some of the 95,000 British soldiers who are now prisoners

THE CHINESE POPULATION IN MALAYA WERE LOYAL: Many of them were employed on the plantations and were able to give our forces valuable information concerning the enemy's movements

In Malaya, the surprise landings in the north were followed by attacks on aerodromes and the infiltration of Japanese forces through the forests, and up the rivers by rafts and barges, towards the rich tin-mines and plantations, with covering movements on both coasts and new landings. On December 10 came the news that H.M.S. *Repulse* and H.M.S. *Prince of Wales*, unprotected by fighter escort, had been sunk by Japanese bombers and torpedo-craft, and that Admiral Sir Tom Phillips, Captain Leach and hundreds of other officers and ratings had been lost. That same night Singapore reported that Kota Bahru aerodrome had been

Warfare against the Japanese proved different in many ways from that in which the defenders had been trained. It took place in regions to which newly-arrived forces had not become acclimatised, and against a foe accustomed to fighting an amphibious war in tropical jungle and archipelago. The Japanese "travel light," and are much less dependent on food supplies from the rear than Europeans; they can exist where white men would starve. The Malayan forest and jungle, which the builders of Singapore defences imagined would prove a barrier to land attacks, favoured Japanese methods of tree-fighting, infiltration and ambush, and the Japanese one-man tank proved immensely useful on roads and by-paths. At sea, attack by two-man submarines proved deadly at Pearl Harbour, and through mangrove swamp and mazes of coastal islands masses of men were moved in Japanese barges and local small craft, towed by motor-boats. In the air, new types of bombers and fighters appeared, and attacks were pressed home fanatically, even if they meant hurling the plane loaded with bombs at the target and the certain death of pilot and crew. Paper parachutes serve the Japanese as well as silk; and both sides use clumps of living bamboo or stakes cut diagonally to a razor edge as a defence against parachute attack.

The first week of 1942 saw the beginning of the great Japanese pincer movement on Singapore. This movement was easier and faster as they advanced south, and fleets of small craft in sheltered coastal waters enabled new surprise landings to be made at points in the British rear. The battle for Singapore lasted only a fortnight: on the evening of February 15, General Percival agreed to unconditional surrender, and the Japanese marched into Singapore at breakfast-time, February 16. The great bastion

of British defence in the Far East had fallen—the powerful naval base at the gateway to the Pacific and Indian Oceans was in Japanese hands.

In Burma, too, the outlook became very grave. Tavoy was taken on January 19, and next day Japanese forces began to advance on Moulmein, while Rangoon was bombed daily. Moulmein fell by January 30, the defenders withdrawing across the Salween River. By February 10, the Japanese had taken Martaban and effected the crossing of the Salween, and by February 15 the defending forces had been pushed back to the line of the Bilin River; not long after, they had to withdraw beyond the Sittang, and the menace to much-bombed Rangoon became so serious (especially after the Japanese advance on Pegu and infiltration across the dry rice-fields south of the city) that evacuation of civilians began, and stores likely to be of use to the enemy were being destroyed. The Rangoon River and its approaches were mined, and Rangoon was abandoned as the "port of the Burma Road." But Rangoon still stood firm at the end of February, and seemed likely to put up the strongest resistance yet met by the Japanese.

On February 3, Surabaya, the great naval base, and other towns in Java were attacked; on February 6, Palembang aerodrome, in Sumatra, was raided by parachutists, and subsequent Japanese attacks and landings resulted in the capture of a considerable area in the island; but not until the oil installations had been destroyed. The tin islands of Banka and Billiton were seized. Java was now menaced from the west, the north and the east, for the lovely isle of Bali fell on February 20 to Japanese assault, and about the same time Portuguese Timor was "taken under Japanese protection." In the meantime, Darwin, Australia's naval and air base facing Timor, was bombed on February 19, and New Guinea, especially Port Moresby, was being frequently raided.

By the end of February 1942 the Japanese, in less than three months, had made themselves masters of Malaya and most of the East Indies; they had taken Hong Kong and Singapore; they had dominated the Bismarcks and the Solomons and much of New Guinea; and they had begun the general assault on Burma and Java. Australia had become the key position for Allied forces in the Pacific, and New Zealand had assumed a new importance.

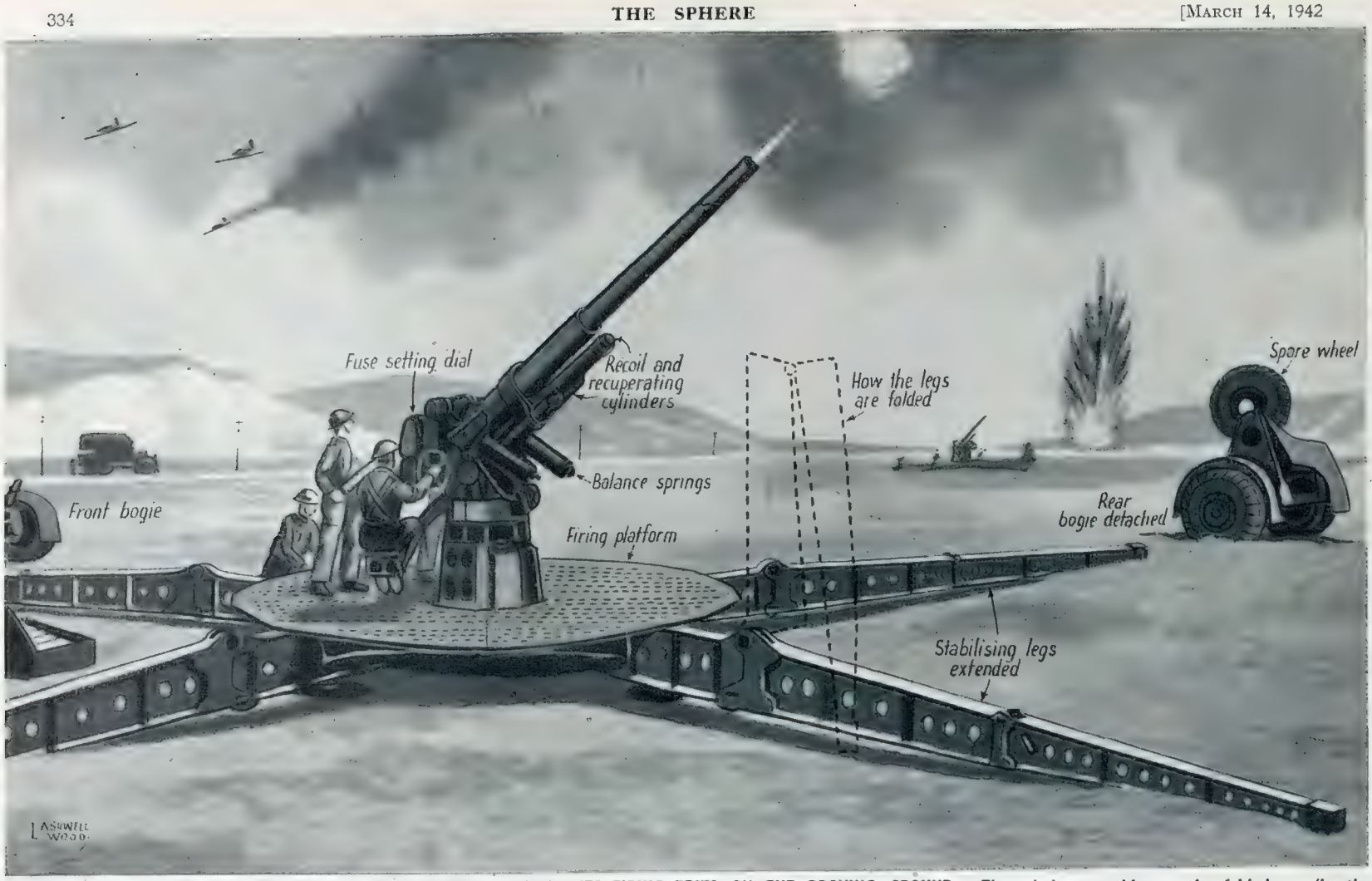
Above—**THE JUNGLE BEATS THE JAPANESE DIVE-BOMBER:** In their continued defence of the Bataan Peninsula, the U.S. forces are finding that the jungle affords perfect concealment from enemy bombers even when the latter cruise at almost tree-top height. At one headquarters, a lone Japanese bomber buzzed overhead for nearly half an hour, so low that its markings could easily be seen. When the bomb load was ultimately dropped, it crashed harmlessly through the trees!—*Drawing by W. G. Whitaker*

On left—**A JAPANESE "SECRET WEAPON": A dummy periscope to lure patrols in the Pacific**—*Drawing by E. G. Lambert*

The latest exhibition of artfulness by the Japanese is a dummy periscope made of wood, glass, bamboo, tin cans, and coral, so it is reported from Honolulu. It resembles the usual visual gear of a submarine and is set adrift to lure patrols to waste their bombs. To heighten the illusion, this contraption is jammed with oily waste, to spread oil on the surface. Nava experts say that it would not fool an observer for more than a couple of seconds!

THE SOUTH-WEST PACIFIC IS NOW A GRAVEYARD OF JAPANESE SHIPS—What happened to one of their many invasion fleets when the enemy was caught off the island of Bali by Allied war vessels—*Drawing by Wm. McDowell*

As outlined in the accompanying article by Mr. Robert Finch, the Japanese have gained some astounding victories in a very brief space of time in the Pacific. But these have not been achieved without grave losses to themselves. The invasion of the idyllic island of Bali is a case in point: here one of their fleets had concentrated for a landing when it was spotted and attacked both from the sea and the air. In the result, one Japanese cruiser, two destroyers and a large transport were definitely sunk and many others were heavily damaged. The picture by Mr. McDowell above shows the action in progress: in the foreground a U.S. destroyer is seen swinging in to administer the *coup de grâce* to one of the enemy warships; on the right a Japanese transport is sinking, and in the centre an enemy cruiser is also going to the bottom; in the background to the left, are flat destroyers covering the enemy's landing on the island

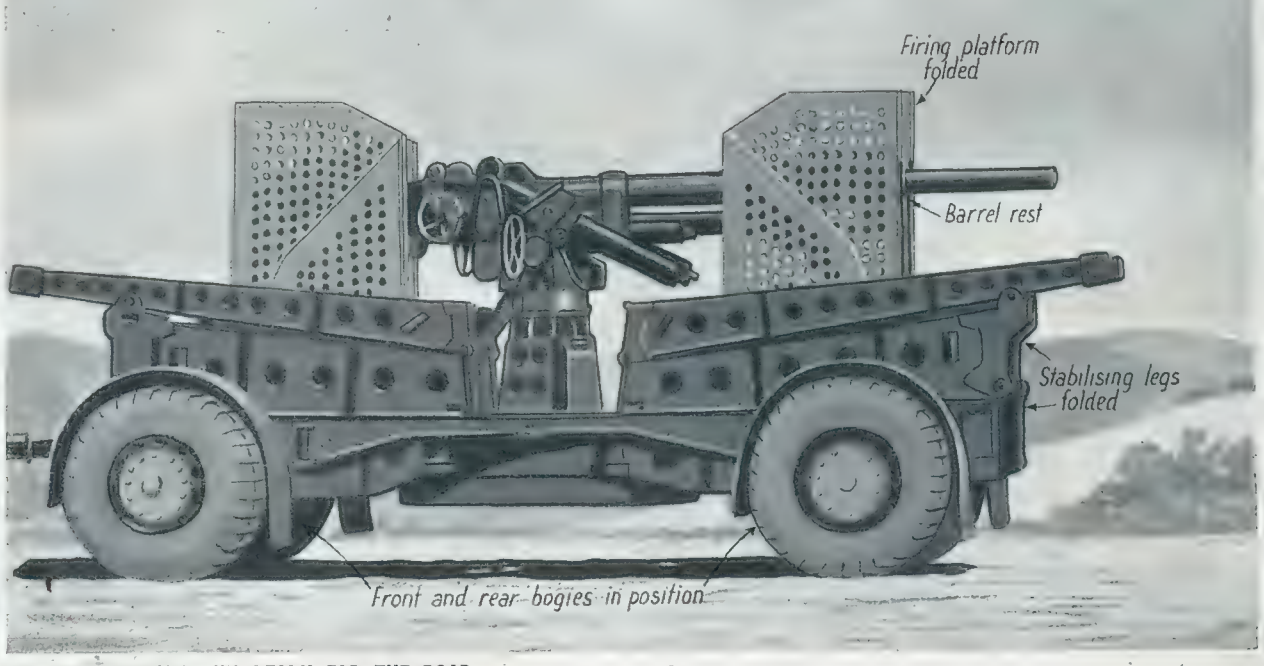


THE NEW AMERICAN ANTI-AIRCRAFT GUN WHICH RECENTLY PASSED ITS FIRING TESTS ON THE PROVING GROUND. The whole assembly can be folded up (in the manner shown below) and moved to a new locality within thirty minutes—*All drawings by L. Ashwell Wood*

NEW A.A. GUNS and Automatic Rifles

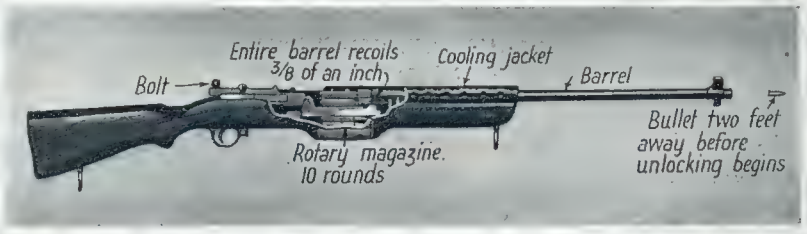
This gun has a calibre of three inches and has been designed for the greatest mobility. The whole assembly can be folded up and moved to a new locality within thirty minutes; but—from the carrying position seen on the right—it is stated that the gun can be in action within six minutes! The stabilising legs are first folded on one another and placed alongside the gun; the firing-platform then takes to pieces in sections and becomes a support for the gun-barrel; the two bogies are next fixed and the whole is then ready for the road. Such a gun should prove a great asset in these days of quick movement

THE METHOD OF LOADING THE GARAND RIFLE (*see also below*): Eight cartridges are held in a clip and fed in from the top



THE ANTI-AIRCRAFT GUN READY FOR THE ROAD: The stabilising legs and gun-platform have been folded into their positions, and the front and rear bogie-wheels fixed. Within thirty minutes the complete gun can be pulled down, folded up and off to a new position

AMERICA'S NEW WONDER RIFLE—the semi-automatic Garand, which is now being turned out in great numbers in the United States



THE JOHNSON—ANOTHER SEMI-AUTOMATIC RIFLE IN USE WITH THE U.S. ARMY

On left—
The Garand is the latest equipment of the U.S. soldier. The gas which propels the bullet from the barrel also enters the lower gas-chamber and forces the piston back. The connecting-rod operates the barrel mechanism and recoil. The rifle weighs 9¼ lb., and has a calibre of ·3 ins. It can be fired single shot, or at the rate of 100 rounds per minute

Above—
The Johnson rifle is claimed to be simpler than the Garand in operation. Two simple metal cams take the place of the gas-cylinder of the Garand. This gun weighs 9½ lb. and fires at the rate of 150 rounds per minute

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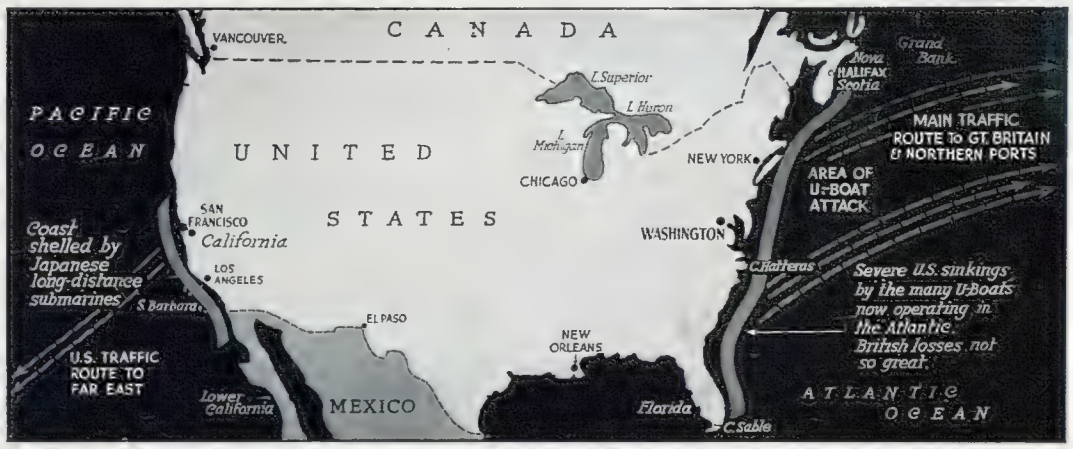
ENEMY SHELLS FALL ON UNITED STATES SOIL FOR THE FIRST TIME: The Californian coast at Elwood, 80 miles from Los Angeles, attacked by an enemy submarine. This is one of the largest undersea oilfields in the Western Hemisphere—*Drawing by W. Blake*

ATTACK BY SUBMARINE

The Shelling of Elwood, on the Californian Coast, and the U-boat Attacks on the Atlantic Coast

Elwood is a huge oilfield and oil refinery on the Californian coast, some 8 miles north of Santa Barbara and some 80 miles north-west of Los Angeles. Here the field runs out actually under the sea: it is made the more conspicuous by its giant derricks, some of which run out from the shore, with ships lying alongside the jetties. This spot has now been shelled by a Japanese submarine; and, for the first time since the opening of the war, hostile missiles have thus been fired on to the American continent! The submarine approached within one mile of the shore and—in spite of the size of its target—the total damage amounted to £125, although the submarine fired for a period of 25 minutes! The drawing reproduced above has been based on photographic material within our possession. It would thus appear that the United States is now (although, admittedly, lightly) under fire from both the Pacific and Atlantic Oceans. The areas where activity has been especially pronounced are indicated in the diagram map given *on the right*. When Mr. Churchill recently stated that our shipping losses for the past weeks were heavier than normal, he evidently had in mind the sinking of a number of U.S. merchantmen off the eastern coast of America. Our own shipping losses for the period under Mr. Churchill's review were not far above the normal, it is now authoritatively stated



THE UNITED STATES BETWEEN TWO FIRES: Submarine attacks have now taken place along both the Atlantic and Pacific seaboards. The chief danger-spots are indicated in this map

ONE OF THE AMERICAN GUARDIANS OF THE ATLANTIC: A U.S. destroyer of the Gridley class in a choppy sea

This is the class laid down between 1935 and 1937, all twenty-two of which were completed in the years 1938 and 1939. The displacement of these destroyers is 1,500 tons: each measures 334 ft. by 34 ft. 8 ins., by 9 ft. 10 ins. mean draught. There is a crew of 172. The shaft horse-power is 42,000, which gives a speed of 36½ knots, although many of the class have exceeded this designed speed on their trials—two are said to have approached 40 knots! The four high-pressure boilers are so compact that they can all exhaust into one funnel and thus save valuable space. These vessels carry 600 tons of oil fuel, which allows them to steam 8,000 miles at 15 knots. (This is, of course, with a clean bottom and under good conditions.) The Gridley class are fine sea boats with excellent accommodation: their big bridges are more open than contemporary British types. Each vessel carries four of the new short 5-in dual-purpose guns, for surface or anti-aircraft fire, in light gas-proof gunhouses forward and behind shields aft. (Note: in the above picture, the third gun on the top of the after superstructure is trained straight at the camera and does not show up well.) Sixteen deck torpedo-tubes in quadruple deck mountings have been erected on each side between the funnel and the searchlight

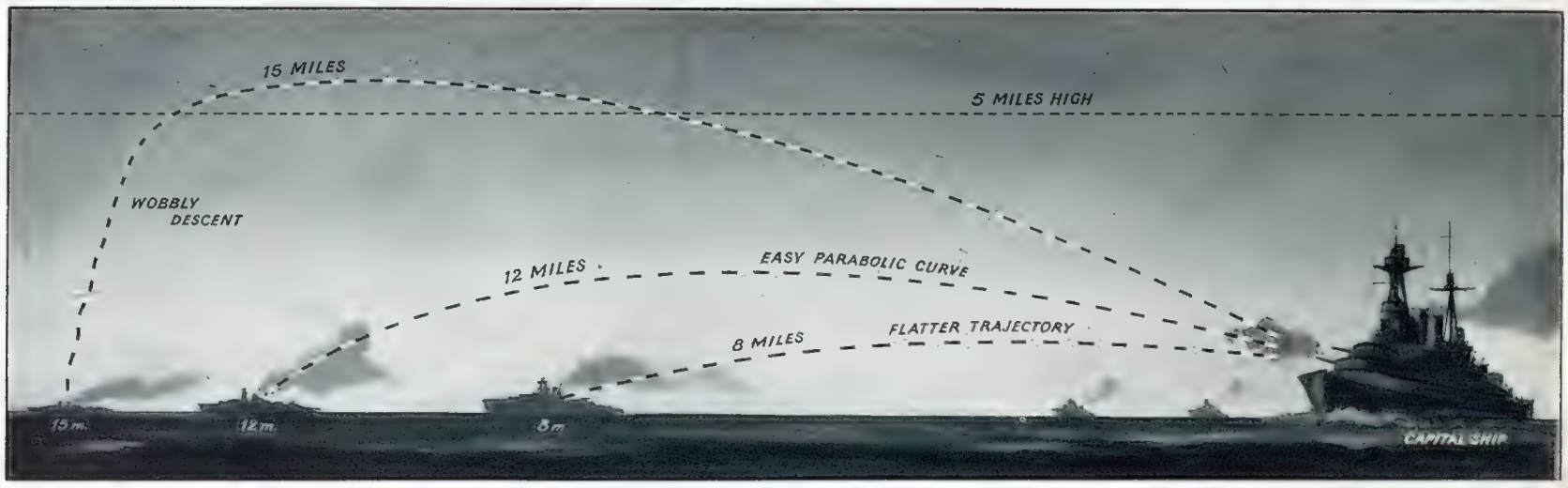
DESTROYER versus BIG SHIP

A Striking Feature of the Action Against the German Battleships, when British Destroyers Got *Inside* the Range of the Big Guns of the Enemy

—With Special Diagrams and Drawings

and *Gneisenau* preceding the heavy cruiser *Prinz Eugen*, it could be seen that they were screened by a line of destroyers on either side. In spite of this the closest possible approach was made before torpedoes were discharged, one ship (H.M.S. *Worcester*) coming within 3,000 yards of the enemy before turning away, her missiles discharged.

"With green seas breaking right over the bridges, it is amazing that the crews of the torpedo tubes (two groups of three in each destroyer) were able to bring them to bear without themselves



THE KIND OF ACTION FOR WHICH THE BIG BATTLESHIPS WERE DESIGNED : With her heavy guns a capital ship can batter her enemy from a range of eight to fifteen miles, but her *flattest* trajectory will not permit of close-range action—as against destroyers, for instance

THE DANGER ZONE FOR A DESTROYER WHEN APPROACHING A CAPITAL SHIP, when it comes within range of the battleship's secondary armament—*Drawings by R. W. Jobson*

To a layman the results of a naval encounter are often very puzzling. In some cases the mortality among the contending vessels is very great ; in others it is slight. This was the case when two destroyer forces attacked the German "Brest" ships coming up the Channel and during their entry into the North Sea. These nimble maids-of-all-work, with their armament of torpedoes in groups on the deck, managed to find their target rapidly and to get into range sufficiently close to justify launching their missiles. This they accomplished with damage only to one destroyer ; none was sunk by enemy fire. The two diagrams given here will give some explanation of how this immunity came about. The three big vessels were bristling with 11-in. guns, but the normal range of these was not such as would threaten the destroyers. A capital ship with the biggest guns has an ultimate range of 15 miles. The shell is pitched high and during its last moments it is falling much like a curve, and at 8 miles a much flatter trajectory ; but they all go well over the heads of any impudent destroyers close in. To stop the approach of a destroyer flotilla the secondary battery has to get busy, and even they are not very used to firing, as it were, with open sights. The rapid movements of the destroyers can now be met with a stream of missiles from the multiple pom-pom guns, which have been altered so that their muzzles can be depressed enough to check any very close attack

ONE of the strange features of the daring attack of the British destroyers on the German battleships steaming up-Channel from Brest was the inability of the enemy's heavy ships to do material damage to the swarm of lighter British craft which had swung down upon the long line of the convoy during the afternoon of that Day of Strange Happenings. Two forces of British destroyers flung themselves at the oncoming heavier vessels ; and although there was a very rough sea, this was not enough to deter our motor speed craft.

The destroyers pressed on towards the big ships, which they could see but dimly through veils of rain, and succeeded in taking up positions about three thousand yards from the big ships. Certain destroyers reached positions which gave them a 3,000 yards range—long enough for a torpedo run, but still very close. Correspondents have commented on the daring of this work on the part of the destroyers, discharging their torpedoes with the great guns of the enemy Big Ships threatening them all the while.

But this is surely a misreading of the situation ! The big gun is built for long-range firing In fact it cannot bring its heavy armament to bear on an object as close as a destroyer at 3,000 yards. The dangers which our smaller craft ran were from any four-, five-, or six-in. guns which might have been in a firing condition. The repairs which the three vessels required might concern their armament, in addition to other injuries received from the tons of explosive dropped around them whilst in dock at Brest.

Here is an expert's brief account of what occurred when the *Worcester* force of destroyers attacked the leading ships : "When the news of the German Squadron being at sea came through by wireless, our destroyers under Captain C. T. M. Pizey, R.N., were engaged in gunnery practice in the North Sea Not a moment was lost in proceeding to the approximate position indicated by the news, which would, of course, give the course and estimated speed of the enemy. Steaming at full speed through a heavy sea, which at times caused the destroyers to yaw *as much as* 20 *degrees*, they were not long in sighting the flash of gunfire, through the mist and gathering rain squalls.

"As they approached the German squadron, which was in line ahead with the battleships *Scharnhorst* being washed overboard. Two, if not three, torpedoes are believed to have gone home. "In such circumstances it is remarkable that we should not have lost any of our destroyers."

It is indeed remarkable ; and another strange facet of the engagement is the lack of mention of the German destroyer screens—they do not appear to have interfered with the British destroyers in any way. And yet an earlier statement declared that such screens were accompanying the three big ships.

The latter was, perhaps, part of that ice-laden canopy which had been hanging over North-West Europe for weeks on end. It was evidently one of those periods when no one saw anything very clearly. But the German vessels were presumed to have been hit ; the men were reported to have seen flashes. The hits were evidently not sufficiently lucky or powerful enough to pierce the sides of the enemy vessels !

It was, in fact, a very strange and unpleasant afternoon, with everything icing up, and with only the ultimate consolation that every British vessel and man had not been sent to the bottom of a malevolent sea !

H.M.S. "MACKAY," DESTROYER, ATTACKS THE GERMAN HEAVY CRUISER "PRINZ EUGEN": By coming so close up to the German, the latter was unable to bring her big guns to bear on the smaller vessel and could only employ her secondary armament—*Drawing by Wm. McDowell*

The *Prinz Eugen* was lying somewhat astern of the battleships in the great run up-Channel. Whilst the bigger vessels were being engaged by other destroyers, H.M.S. *Mackay* (Captain J. P. Wright, R.N.) led a separate attack on the 10,000-ton enemy cruiser. Torpedoes from this wave of destroyers were fired at a range of two miles, but one destroyer went in even closer, fired her torpedoes and got out again. It was the closeness of this attack which saved the daring destroyer from destruction, because the enemy's heavier guns could not be depressed sufficiently to be of use at such close range. Her secondary armament could, in fact, then be matched by that of the destroyer. In the picture above, the cruiser *Prinz Eugen* is shown on the right, and the British destroyer on the left, letting loose with a torpedo at 3,000 yards range

THE GERMANS PROVIDED AN "AIR UMBRELLA" FOR THEIR HEAVY VESSELS during the flight up-Channel from Brest: This was not easy considering the difference in speed between the naval vessels and aircraft, and also in view of the bad visibility which persisted for some hours—*Drawing by H. P. Burton*

On left—THE NAVY MUST HAVE AN AIR SCREEN

During the past few weeks, and, in fact, whenever the Navy gets "strafed" too effectively from the air, there has been a demand for an "air umbrella" for the Navy. The vital importance of air protection cannot be denied, but the actual task of providing it is not always as easy as it seems. Let the reader envisage a movement of naval craft, the necessity for which has been brought about by some redistribution of strength. It is desirable to give it air protection as much as possible during its journey. But this is very difficult, if not impossible, during certain sections of the route. The planes to be employed travel at, say, 200 miles per hour, whereas the naval vessels would require to be in very good trim to be all doing a level 20 knots an hour. The planes can do nothing but circle for the period of their petrol endurance and then return to a shore base. The screen provided for the recent German dash through the Straits must have been arranged in some such manner, although no eye saw the actual procedure through the murk of that fateful day

A BRITISH DESTROYER ATTACKS TWO BATTLESHIPS

H.M.S. *Worcester* Goes in to the Attack—Despite the Great Disparity in Size, Turning at Speed in the Heavy Seas, She Launches Her Torpedoes at the Leading Ships, *Scharnhorst* and *Gneisenau*

—Drawing by Montague Dawson

Humiliating as the passage of the *Scharnhorst* and *Gneisenau* undoubtedly was, there was one aspect of the affair which brought a warm glow to every heart in Britain. This was the gallantry of the destroyer forces, which set out—like David against Goliath—to give battle to vessels strong enough to blow them out of the water with one salvo. The destroyers, led by Captain Pizey, of H.M.S. *Campbell*, went in to attack at full speed as soon as they came up with the big enemy vessels in the afternoon murk: they had been sighted at a range of four miles. Despite that hundreds of German aircraft were overhead and were constantly coming into the attack, the destroyers raced up to 3,500 yards (roughly a mile and three-quarters); then their helms were put over, and as they swung round they let fly with their torpedoes. But one destroyer did not turn with the rest: this was H.M.S. *Worcester* (Lieut.-Commander E. C. Coats, R.N.), who held on his course even longer. She reached a position only 3,000 yards from the big ships before turning to fire. As she did so she was hit, but the destroyer went on and fired her torpedoes. As *Worcester* swung away she was hit again and set badly on fire forward. A heavy sea was running, and the officers and men could not see the effect of their torpedoes: they could see very little in fact but the splashes and smoke of falling and bursting shells. Despite being hit, H.M.S. *Worcester* was able to reach harbour under her own steam

WAR PROPAGANDA by RADIO

"Broadcasting is the Only New Weapon of this War," and its Use Has Been Fully Exploited by all the Axis Countries. Now it is Becoming Our Opportunity of Letting the Enslaved Countries (and the Enemy) Know the Exact Truth

By CHARLES GRAVES

THE sum of £1,300,000 voted for Empire and foreign broadcasting has come very late in the war. Let us hope that it is not too late. Broadcasting is the only new weapon of this war. Tanks, gas and bombers were all used last time. The Germans have exploited it to the full, as we all know. Look at what happened on the Continent.

In the case of each country which was conquered by Germany, the surrender of an entire army took place within three days of the occupation and operation by the enemy of the principal broadcasting station of the country concerned. The Dutch Army surrendered two days after the enemy occupied Hilversum. The Belgian Army surrendered three days after the operation by the Germans of the Evere broadcasting station. In the case of Holland and Belgium, it was the Army, and not the Government, which surrendered.

In the case of France, the Government also surrendered after the Germans had captured seven leading French broadcasting stations, including Radio Paris and Poste Parisien. In the Balkan campaign, there were wholesale surrenders of armies when the Germans captured the broadcasting stations, like the one at Zagreb, in Yugoslavia, and the Salonika one in Greece.

There is no doubt that an invading army is much more powerful if it is supported by broadcasting stations capable of reaching the civil population of the area in which the opposing army is fighting. By demoralising the civil population, the army can soon be made to throw down its arms. It certainly looks as though every British Expeditionary Force should carry portable stations, not just loud-speakers or pamphlets to be dropped from aircraft.

There is no doubt that, if and when we invade the Continent, the first thing the Germans will do will be to destroy the occupied local radio stations. If our Commander-in-Chief could immediately broadcast messages and orders on the destroyed stations' wave-lengths, he would give the impression that he had captured the local stations, and that they were continuing their functions unhampered by the enemy.

There are seven advantages of propaganda on the air: (1) It needs no great expenditure in money; (2) it needs no great masses of men; (3) it does not use any weight of material; (4) as an aid to advancing armies it may save thousands of soldiers' lives by assisting in the early surrender of the enemy; (5) it does not involve the risk of life; (6) it is the most democratic way of waging war, because it is designed to convert people to our cause without inflicting bodily harm on them; (7) even if the radio campaign is a failure, there is no loss of prestige, as there was at Dakar. There is no tangible proof of a set-back.

JOAN GILBERT, at the microphone during a broadcast to Gibraltar

JANE CARR, who broadcasts to the Isolated Forces

JANE WELSH, during a broadcast to the R.A.F. in Canada

MARGOT DAVIES at the microphone during a broadcast to Newfoundland

BETTY WARREN delivering a broadcast to Australians in the Middle East

UNA MARSON at the microphone during a broadcast to the West Indies

"THE GIRL FRIENDS OF THE FORCES": From an underground theatre in London seven "Girl Friends" are now broadcasting to Empire soldiers all over the world. These are Joan Gilbert (calling Gibraltar); Jane Carr (to Isolated Forces); Jane Welsh (to the R.A.F. in Canada); Margot Davies (to Newfoundland); Betty Warren (to Australians in the Middle East); Una Marson (to the West Indies) and Marjorie Skill (to New Zealanders in the Middle East)

If we had had a powerful broadcasting station at Singapore, there would have been much more chance of Indo-China and Thailand resisting the Japanese. And if they had resisted, the insolent approach with which the Japanese made their way step by step from Indo-China down to Malaya and thence to Singapore would certainly have been impeded.

Perhaps some of the £1,300,000 will be devoted to setting up freedom stations—under the usual censorship supervision, of course—for each of the refugee Governments in this country. If this is done the Government could broadcast to its nationals in the same way, as if some small part of their country had not been overrun by the enemy and had its own broadcasting station still in use. It is true that a few half-hours are given each day to refugee Governments on two or three shared wave-lengths, but this cannot have the same value as a separate station.

The United States are doing much propaganda directed at Europe to-day, but they do not possess a medium-wave station by which to reach all the ordinary listeners in the nations of Europe. We could put such a station at the disposal of the American broadcasting chains, like the Columbia Broadcasting System and the National Broadcasting Company, so that what they have to say could be re-broadcast and received throughout Europe.

Some of this money might also be spent on erecting hundreds more small stations all over England, which would be useful in case of invasion. They would operate all the time and on all kinds of wave-lengths used by the enemy. In this way they would jam the enemy broadcasts without doing us any damage in the individual small area covered. Besides, it might be desirable to instruct the inhabitants of a certain area to evacuate. If this could be done from a small local radio-station it would not cause undue alarm and despondency in other parts of the country. As it is, any instruction to Kent or Ayrshire can be heard all over the country.

Of the various methods of spending the money, probably the most important is that of setting up stations to win back the French Colonies and the French Fleet. It is said that there is not enough electrical current in Gibraltar. Again, Captain Plugge, M.P., who is an acknowledged world expert on radio, declares that this all depends on the power of the station. There is enough power in a bedroom to run a station of a hundred watts. A station at Gibraltar would also have a great effect on Spain, where at the moment we merely rely on a whispering campaign.

At the moment our transmissions to France are jammed by Germany. Unfortunately, this has been made easy for them because of our earlier enterprise in establishing eighty small stations throughout France to jam the German broadcasts. These stations have been taken over by the Germans, who are using them most effectively. For the jamming we hear is not half so strong as the jamming to listeners who are near even a small jamming station. This means that the inhabitants of Paris, for example, either fail to hear our transmissions altogether, or get such ear-ache from the jamming stations in their midst that it is too painful to listen. To-day, there are four British stations which give out news for twenty-two of the twenty-four hours.

Originally, our broadcasting at home ceased at midnight, but the Germans went on for three or four hours, giving very good music, classical, semi-classical, dance and operatic music. Thousands of people listened to it in this country, and the whole of Europe was entertained nightly by it. This meant that we were allowing the Germans to have their cake and eat it. They bombed women and children, and at the same time played and sang beautiful music, full of love and kindness. Yet the whole thing was just the consumption of electric current, because only records were being played.

So much can be done with the sum now voted, that it looks as if a separate Ministry of Broadcasting might well be established to co-ordinate all constructions and operations, and provide the three Services with portable broadcasting stations, not to mention the preparation for broadcasting at the Peace Conference. We will certainly want all the peoples of the world to know our views, and to know why we are acting in the way we do. In this way goodwill could be secured, and goodwill cannot be bought with money or blood. If a Ministry of Broadcasting is unnecessary, at least the Minister of Information might be given a second Parliamentary Secretary to deal exclusively with radio. At the moment seven Ministries have two or more Parliamentary Secretaries—the Ministry of Home Security and the Board of Trade have no fewer than four Secretaries, for example. All that the Ministry of Information has is a single Parliamentary Secretary. Surely the Minister of Information might be allowed one permanent Under-Secretary for the Press and another for radio. As the Minister of Information announced, "In wartime it is necessary and right that the Government should control the policy of the B.B.C. in matters affecting the war effort, publication of news and the conduct of propaganda." To facilitate this, an additional Parliamentary Secretary to the Ministry of Information for radio would naturally be very useful.

The fact that goods made of raw materials in short supply owing to war conditions are advertised in this publication should not be taken as an indication that they are necessarily available for export

SAVING the LIVES of the MERCHANT NAVY

Every week now, new improvements and life-saving devices to help the men of the Merchant Navy are being taken up by the Ministry of War Transport. Fireproof hoods for the crews of tankers; anti-explosive suits fitted with electric lights, so that the wearer can be spotted at night; and motor lifeboats fitted with automatic radio, vitamin rations and fire-fighting apparatus are among the latest devices which the Ministry hope soon to install on every ocean-going ship. Some of these new and revolutionary devices are illustrated in the pictures reproduced on this page

A LIFEBOAT WHICH IS NOW BEING STANDARDISED FOR OCEAN-GOING VESSELS: This boat is fitted with wireless extension and aerial rigged to the transmitter: the seaman is wearing head-phones. To the left can be seen a hand-pump; in the foreground are water-tanks; on top is a compass; the round canister contains smoke flares. There are four water-tanks in the boat—two of nine gallons and two of six gallons. Between the lifeboat wireless cases is the "mousing" of the lifeboat hook

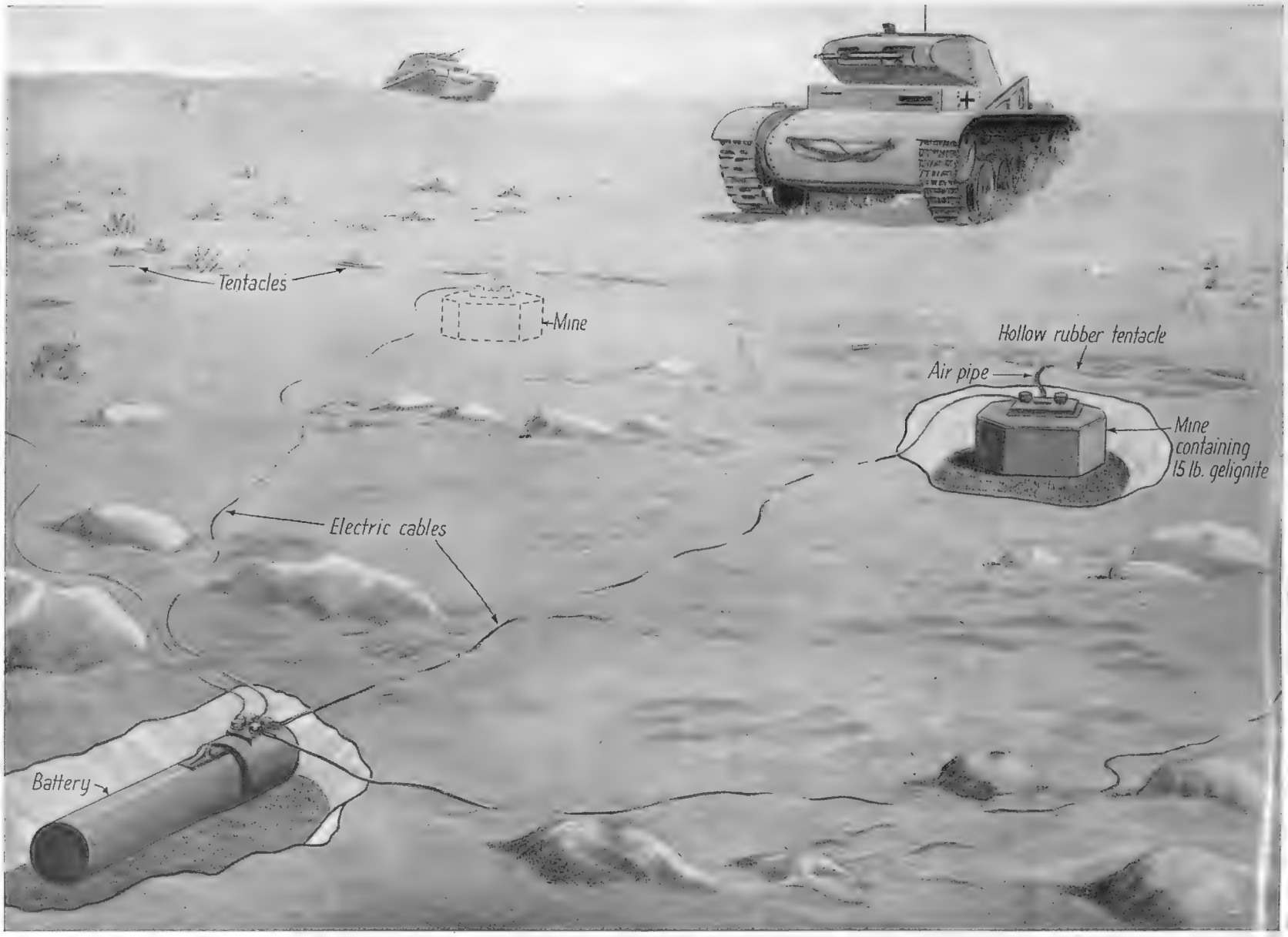
A UTILITY "BATTLE-DRESS" FOR SEA, showing the special suit and hood provided to protect a seaman against exposure

The man on the left is wearing a life-saving waistcoat which has a red light on the shoulder: his companion is attired in a special suit for protection against the wet and cold. In the foreground is a triple food-tank, with separated milk tablets, chocolate and pemmican. The men are seated on two water-tanks. The cans with cords attached contain massage oil. There is also a first-aid kit, a small locker holding a signalling torch, repair kit, smoke flares and drinking-cups

Above—**A close-up of the standard ship's lifeboat. This is painted a bright yellow, with red sails and an amber hood**

Six men are underneath an asbestos sheet and are being sprayed by a pump held by men wearing flame-proof hoods. This procedure takes place when the boat is in water on the surface of which fuel oil is burning

On right—**Demonstrating the method by which the men who can't be lowered in her can reach the lifeboat**

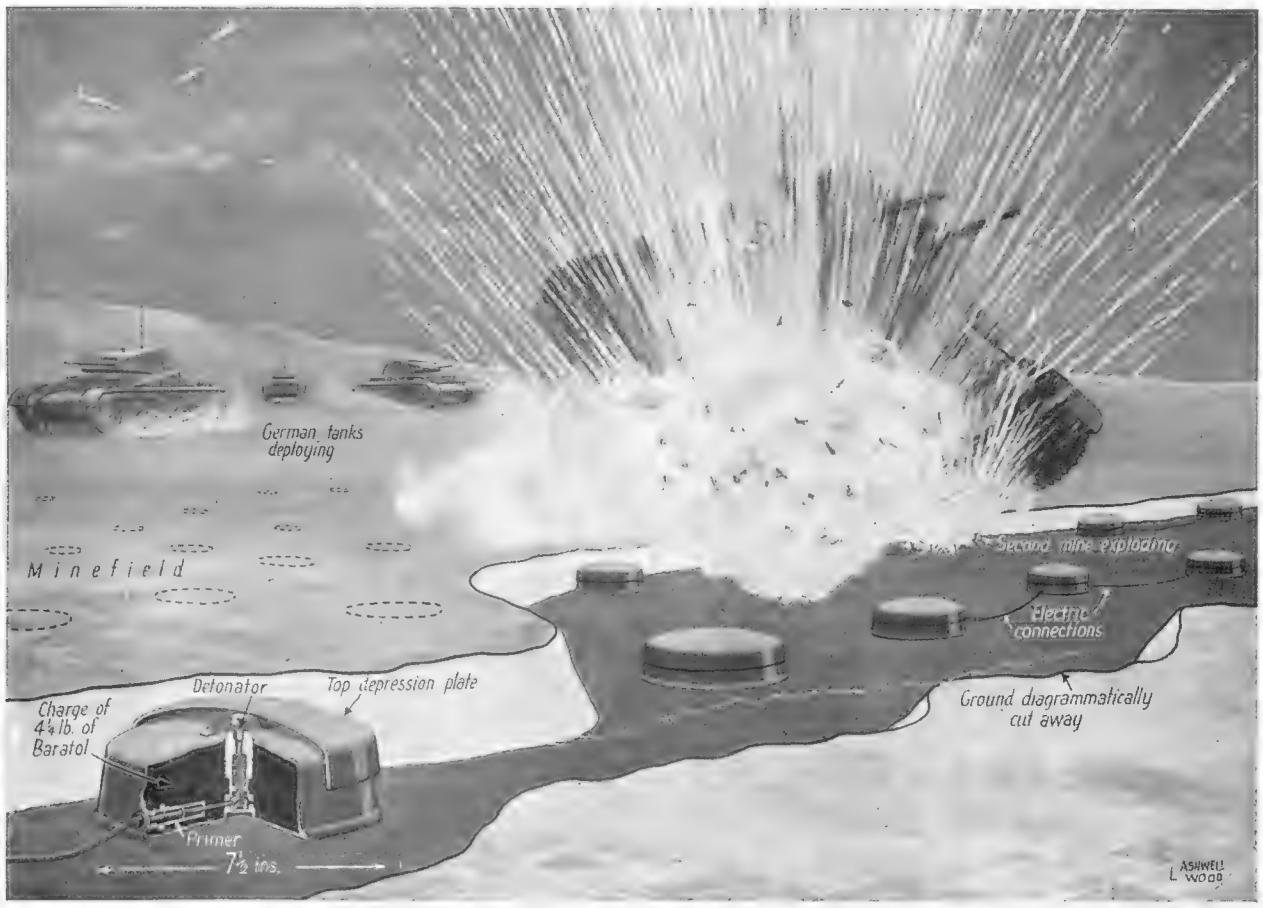


THE NEW BRITISH ELECTRO-MAGNETIC MINE designed to hold up an advance by armoured columns in the Western Desert : A more detailed lay-out is shown in the top right-hand picture on the following page

"MINEFIELDS" LAID ON LAND

The Traps for the Tanks which have been Sown by Both Sides in Libya and in Russia

The rubber tentacles, when depressed, send a flow of air to the detonator : by a secret process, this fires the charge coupled with a small electric current from the battery. Four or five of these mines are usually wired up together as shown in the top right-hand diagram on page 347. The tentacles enable a much greater area of ground to be covered. In actual practice, both wires and tentacles would be better hidden than shown here



BRITISH FIELD, OR ANTI-TANK, MINES : How they are laid out, and how they are caused to detonate when the enemy tank passes over the minefield : Like the German "Teller" mine, the British "Pancakes" are used in great numbers in the desert. They are either fired by contact (that is—by depression of the top plate), or by electric connection. Sometimes several are wired up together. The charge is exploded by the contact method. Four and a quarter pounds of the high explosive, Baratol, constitute the charge

Described by E. J. VILLIERS
Illustrated by L. ASHWELL WOOD

IN this war—especially in the fighting in Libya and in Russia—frequent references have been made to "minefields." Hitherto this phrase has been used mainly in connection with the war at sea. To-day, however, means have been found of sowing mines on land—principally in order to check the activities of the tanks and other mechanised vehicles which have so largely figured in the fighting in the two regions mentioned.

By means of the land minefield, large areas in the Western Desert were made dangerous for both sides : the defenders of Tobruk employed minefields during the beleaguerment of that strong point ; and General Rommel made use of them to hold up the advance of the British Eighth Army.

The pictures reproduced on these pages show types of British and German landmines, the method in which they are sown, and some of the devices whereby they are detected.

The electro-magnetic principle is one of the many simple forms of detection used to locate the presence of the mine through its metal bomb casing. Once the mine has been found, its presence can be indicated by a small stake, warning vehicles to give the point a wide berth.

Russian soldiers have been photographed using such an instrument to detect ordinary mines. It consists simply of a loop of wire about 18 ins. across, fitted at the end of a holder so that it can be swept over the ground just above the surface. A small current flows through the loop from a dry

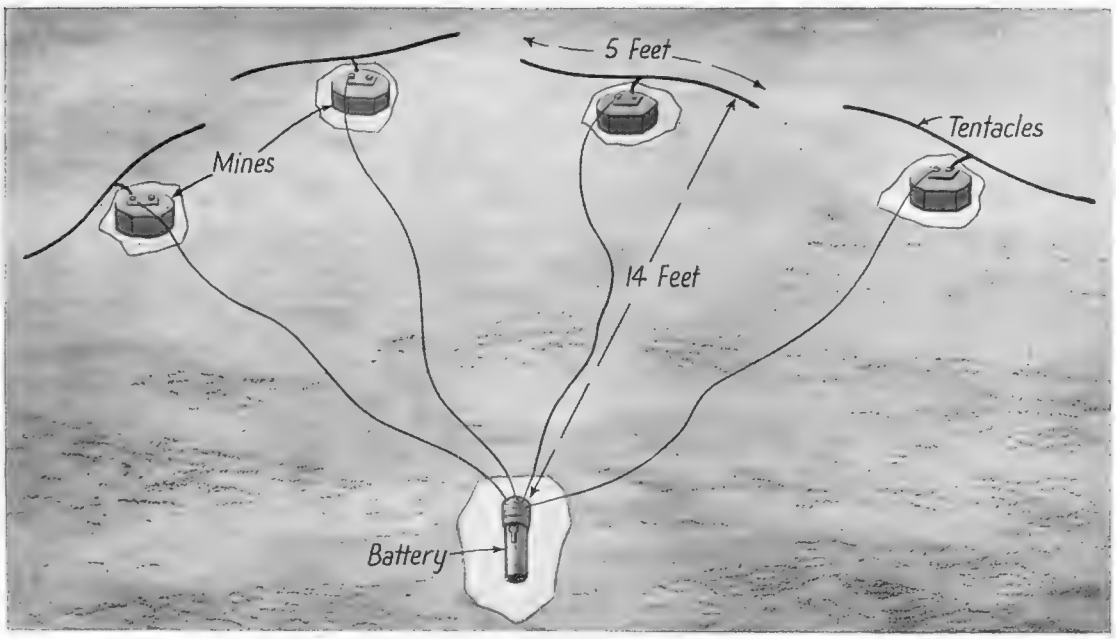
battery, and the strength of this field current will be varied if any metal body is encountered. The variation is marked by the deflection of a sensitive galvanometer attached to the coil.

The main snag is that large buried metal objects are far from uncommon on the modern battlefield, and that all produce much the same electrical reaction, though few of them may be mines. A simple wire probe fastened on to a rifle is probably almost as good as any more complicated gadget in the hands of an experienced soldier. Of course, one soon learns the habits of the enemy, and then one is able to search a likely spot for a mine or booby trap, and act accordingly.

The success of all such traps depends on the explosion of a comparatively small amount of H.E. in very close contact with the man or machine, the full effect being received at such close quarters.

This necessity of the explosive being in very close contact with the thing it is to damage (unless a stupendous quantity is used) explains another point usually puzzling to a civilian—failure of a demolition party permanently to destroy such structures as bridges, docks and factories.

In the first place, military explosives are not the best for the purpose. The civil engineers use special gun-cotton and other explosives in very liberal quantity, placed with great skill and ample

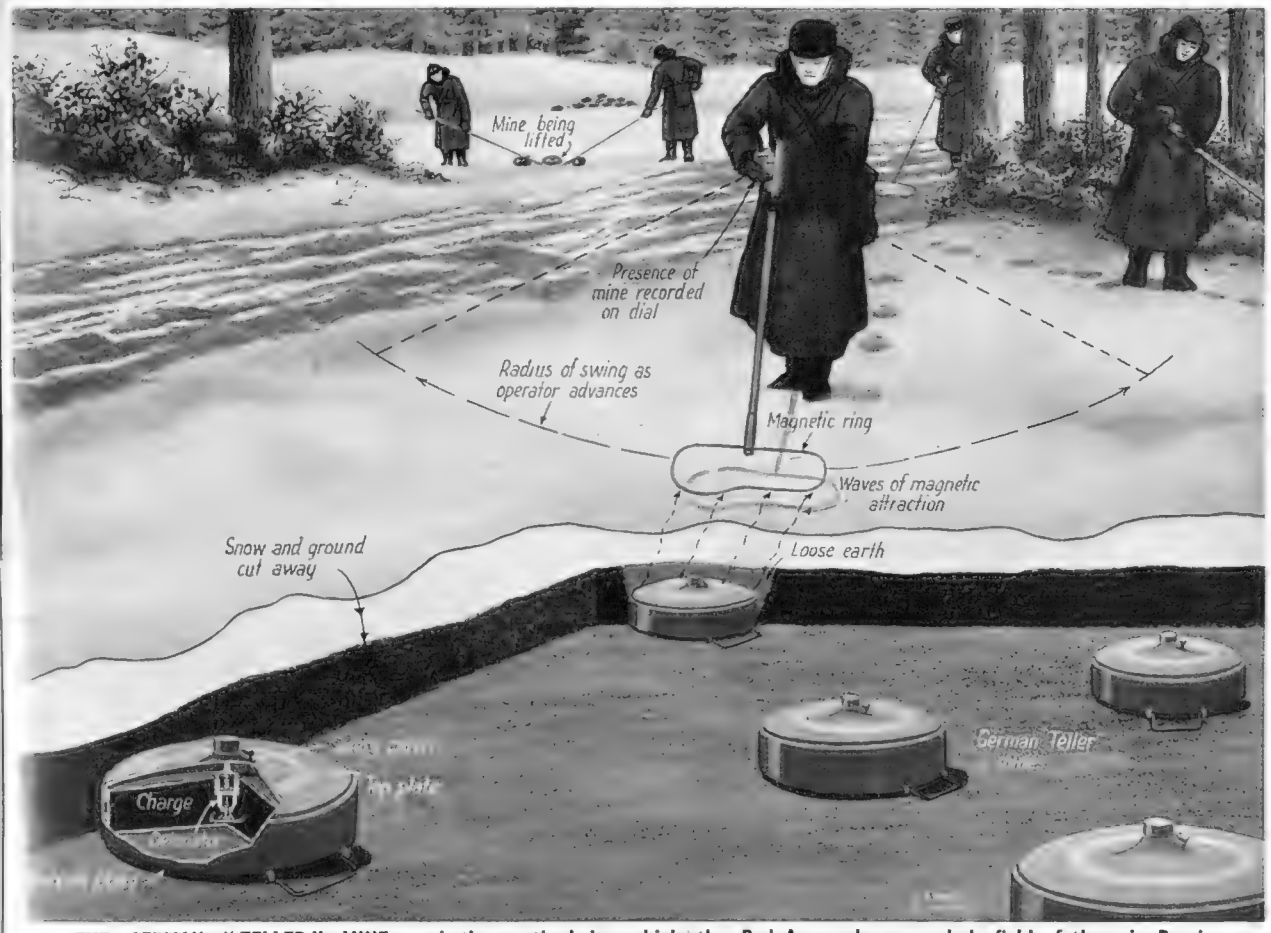


A GROUP OF ELECTRO-PNEUMATIC MINES: A diagram which shows the lay-out of four coupled up to the one battery. The mines would be placed roughly in a semi-circle

preparation. Admittedly our Sappers have the same skill, but they may often in war be faced with both a shortage of time and material necessary to wreck a large modern port such as Penang. Modern steel and concrete structures are fantastically difficult to wreck by any ordinary quantity of explosives.

It is quite easy to blow up the arches of a bridge, but the piers will almost certainly be left standing. One could wreck several spans of Westminster Bridge, but if the enemy pioneers were allowed a night's unhindered work, tank-bearing girders would be in place by dawn.

The blowing-up of a length of straight rail track is only a very brief hindrance. A curve is another matter, or, better still, the charge is placed in a culvert running under the track and well sandbagged. Holes must be drilled deep into the masonry if it is desired to destroy completely the abutments of a bridge; the explosive must be carefully placed and well stemmed with clay, while the quantities must be such as to destroy completely the main supporting members, when the superstructure will almost certainly collapse under its own weight. But in the case of a good new bridge of several spans, at least one day's work and 200 lb. of explosive will be necessary. Multiply this one job by a hundred as when wrecking a large town, and it becomes all too plain why the earth may sometimes be merely singed instead of scorched.



THE GERMAN "TELLER" MINE, and the method by which the Red Army clears a whole field of them in Russia

On left—The "Tellers" have been used in their thousands in Russia and Libya. The Russians have been employing an ingenious method of detecting them. A magnetic ring on a pole is waved over the suspected ground, when the presence of the mines is immediately indicated on a dial which the operator watches intently. The German mine has both a top and bottom plate which, on depression, fires the charge. A safety catch is provided: when locked this prevents the plunger from being depressed

The above picture represents a Russian Sapper removing mines from a bridge by the method illustrated in the drawing

GERMAN "TELLERS," OR ANTI-TANK MINES, being removed from a section of a minefield laid by the enemy near Bardia in the Western Desert

The World of Books—By Vernon Fane

"BLACK LAMB AND GREY FALCON".

Rebecca West's Sentimental Journey to Yugoslavia is the Basis of a Powerful and Profound Book Just Published

IT must be apparent, even to those who as yet have not read a word of it, that Miss Rebecca West's BLACK LAMB AND GREY FALCON (Macmillan. 42s.) is no ordinary book. It could have been no mere routine decision of the publishers to draw upon slender paper supplies to produce a book of 500,000 words in two demy volumes. It surely was through a sense of urgency as well as of fulfilment that the author looked for its publication at this time and date.

It was in 1936 that Miss Rebecca West first visited Yugoslavia, and it was in the year following that she "marvelled that I should be feeling about Yugoslavia as if it were my mother country." So, with her husband, she planned a journey through Yugoslavia, and it is within the framework of that journey that this book is cast. Yet it is something far more than a travel book, even though Miss West carries the reader through almost every physical phase of the journey.

But to gather these impressions and to record them in this journal form has not been the author's sole purpose. Nothing in her life, she tells us, has affected her more deeply than this journey.

From a soliloquy upon the subjugation of the Slav people by the Austro-Hungarian monarchy, leading up to the assassination of the Archduke Ferdinand at Serajevo, and the striking of the spark which set the whole world ablaze, Miss West goes back into the centuries of tyranny and oppression which have successively been visited upon these peoples. No wonder that it is a book which she has found, "unendurably horrible to write, with its record of pain and bloodshed."

The argument goes deep and far back into history. European civilisation is said never to have recovered from the decision of the Tsar Lazar, who, on the field of Kossovo, chose between an earthly kingdom and a heavenly kingdom.

> "And the Tsar Lazar was destroyed,
> And his army was destroyed with him,
> Of seven and seventy thousand soldiers.
> All was holy, all was honourable
> And the goodness of God was fulfilled."

In her epilogue Miss West argues powerfully that this spirit of willing sacrifice to an almost certain destruction descended upon this country in the years between the two great wars. In a passage rich with sombre magnificence she pictures in England, "a stillness, such a white winter of the spirit, and such a prolongation of it that death was threatened. . . . There was silence and no movement. It was as though a pall of nullity covered all the land. As if the springs of the national will were locked fast in frost. . . . Even when Mussolini and Hitler threw courtesy away and yelled at our statesmen as waiters in a cheap foreign restaurant might yell at kitchen boys."

When they called for the destruction of the British Empire, a prospect unprecedented in its horror, "because the mindless, traditionless, possessionless urban proletariat was delighted by the prospect of making air warfare. . . . But the Governors of England hardly stirred. Their faces were bland bags. They gave no orders for our defence."

Miss West goes on to argue that it was not sleep which made the earth so still: it was death. "Presently war itself would come, but it would destroy only what had already been destroyed. Our houses would fall on our broken bodies; but it was long since our hearthstones had been warm and our bodies were as destitute of will as corpses. Under an empty sky lay an empty England. It is a pretence that this was not so, that Munich was not negative but positive, that Neville Chamberlain signed the treaty because he knew his country would be unprepared for war and therefore wanted to gain time for rearmament. If this were true it would still not acquit him of blame."

Miss West finds that the difference between Kossovo in 1389 and England in 1939 lay only in time and space. "There was in both the same vertiginous spectacle of a steep gradient sloping from unchallenged supremacy down to abjection."

Then something happened. "The instrument of our suicidal impetus, Neville Chamberlain, who had seemed as firmly entrenched in our Government as sugar in the kidneys of a diabetic patient, all at once was gone. Now we were led by Winston Churchill, who cannot be imagined as wanting to die. . . . Thereafter all was easier."

The bombs dropped, London burned; "it could not have been predicted that aerial warfare, the weapon of the undifferentiated mass against the undifferentiated mass should utterly defeat its users by transforming those who suffered it to the most glorious of individuals. This sly and exalted achievement of history at one stroke regenerated the town-dweller who had fallen into a position as immoral as that of any prince, by being able to vote for wars which had to be waged not by him but by professional soldiers, and lent him the innocence of the front-line soldier."

In the rhythm of such passionate prose as this, Miss West moves to the argument of her epilogue. That we have been saved from a dreadful act of self-immolation is a miracle which she cannot attempt to explain, except in terms of the regeneration of a great people. The Tsar Lazars who guided our destinies very nearly brought it about, but the Battle of Britain was no Kossovo.

But there is a wealth of other material in these two large volumes, for Miss West is a lively and observant traveller. On places and scenes, and above all on architecture, she has much interesting and original comment to make. It is in character, for instance, that she should fall for the exquisite beauties of Rab and Korcula, and reject in part some of the more obvious delights of Dubrovnik. On the characters of her companions she dilates amusingly and incisively. The intolerant and intolerable wife of Constantine, for instance, is a gem of acute characterisation. She writes entertainingly too, and with more than an occasional flash of witty observation, as, for instance, when reflecting upon "the monotony of mind of the ancient Irish." She retails the story of the most fearsome pirates of all time, the Uskoks, providing at the same time varied historical reasons for their being.

Like every other great work, this book defies classification. Miss Rebecca West is not the first of her race to have been moved by a deep spiritual urge to delve into the cradle of European civilisation, and to draw therefrom the lessons which have been learned through the blood and tears and toil and sweat of the centuries. Great art knows no frontiers, and the world's destiny, in so far as it lies in the hands of the Anglo-Saxon peoples, may yet be shaped to a more glorious future through an understanding of the trials and tribulations of the Yugoslav peasant.

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The THEATRE IN LONDON

By PHILIP PAGE

STRANGE, perhaps, that two revivals should have been the outstanding features of 1942's theatrical activity so far—an activity which at present is pretty healthy, and looks like remaining so. And yet not so very surprising, perhaps, when one considers that the two authors are B. Jonson and B. Shaw. Mr. Donald Wolfit rounded off his successful Shakespearean season with Jonson's *Volpone*, with which he caused no little talk by presenting it at the Westminster shortly before the war. I am not venturing on a comparison between the geniuses of Shakespeare and Jonson; but I will say that there is a quality in *Volpone* which is not to be found in any of the comedies of Shakespeare. Mr. Wolfit's performance in the title-role is in every way worthy of it.

Mr. Shaw's *The Doctor's Dilemma* has the same quality of bitter satire about it, and the chief character, the young consumptive artist, Dubedat, is as unpleasant a cad as Volpone. There the resemblance ends. Both are plays of the first quality that have lived and will continue to live. The bunch of stage doctors in the present Haymarket revival form as good a team as I have ever seen—and I have seen this play many times. The only woman's part of any consequence is played by Miss Vivien Leigh, with the honours of Hollywood thick upon her. Miss Leigh has both beauty and intelligence, but has not yet, it seems, learned to adapt the technique she has found so successful all those thousands of miles away to vastly different circumstances.

Jam To-day, at the St. Martin's, is a "new light comedy" which is not very new and not very light. But it has some quite witty lines and the genuinely comic performances of Miss Olga Lindo and Mr Frank Pettingell are its chief virtue. Mr. John Stuart plays an amorous novelist, Miss Beatrix Lehmann "jokes wi' deeficulty" (though not, I think, Scotch) and Miss Betty Jardine puts in some useful work.

Moscow Bells, a decidedly mixed musical entertainment, presented at the Coliseum by an almost exclusively Russian company, has a decidedly Anglo-Soviet propaganda flavour about it. And why not? We heard "God Save the King" and the "Internationale" played on the orchestra (also, rather surprisingly, the Russian National Anthem of the Tsars—but that happened in the course of a performance of Tchaikowsky's "1812" overture, from which it could hardly be omitted). The programme ranges from grand opera to light songs with piano accompaniment, but should appeal mainly to lovers of serious music.

THE KING OF NORWAY ATTENDS AN OPERA PERFORMANCE: A picture taken at the Strand Theatre during a performance of Offenbach's "Tales of Hoffmann" at which King Haakon was present. This is the first time since the war started that an opera has been presented in London

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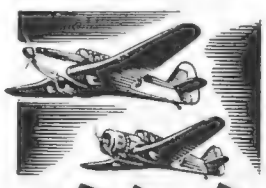

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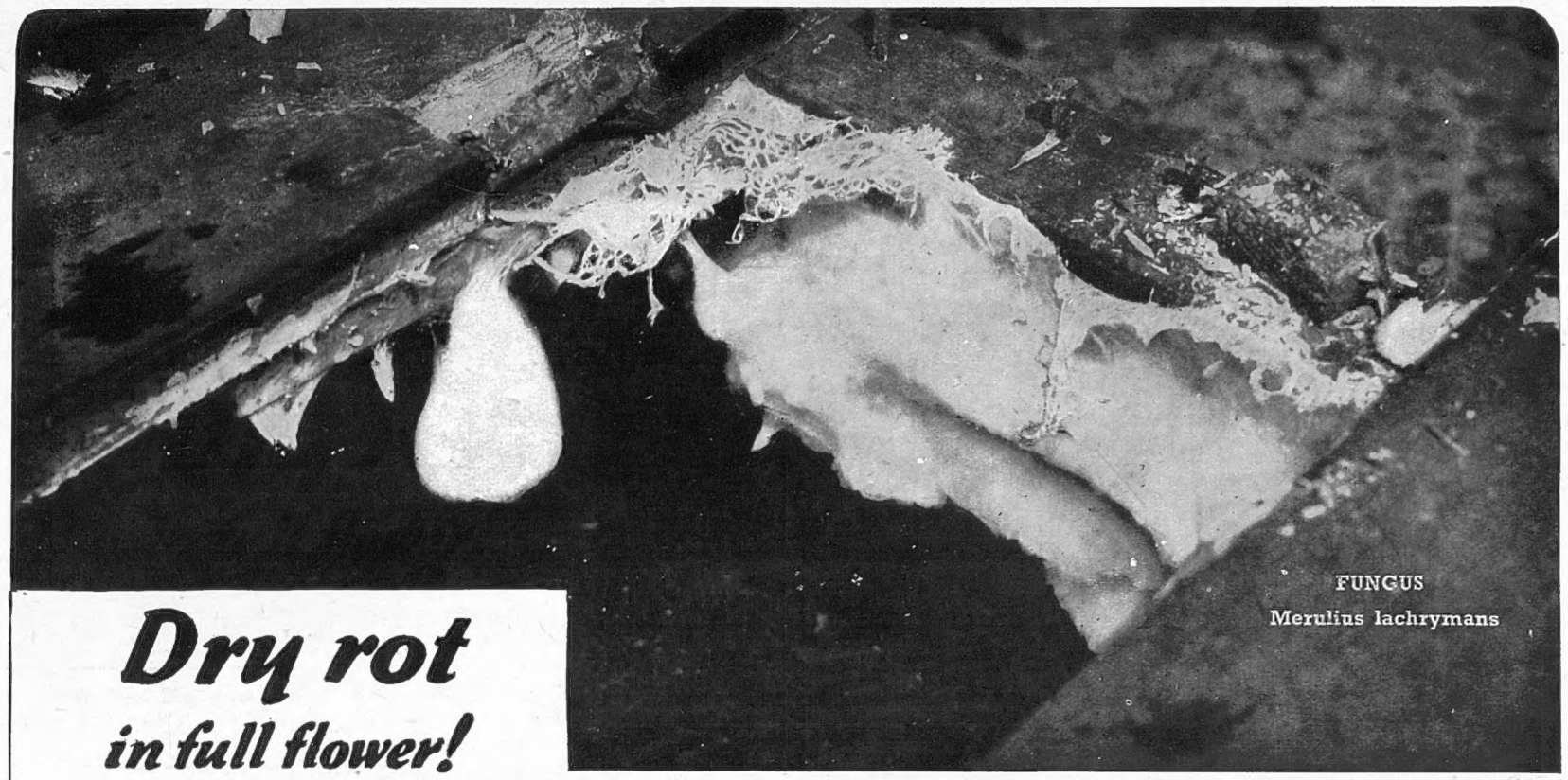

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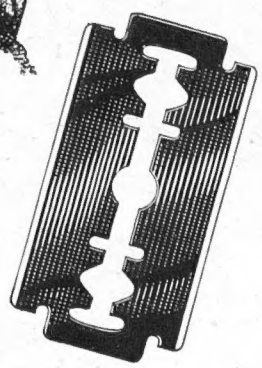

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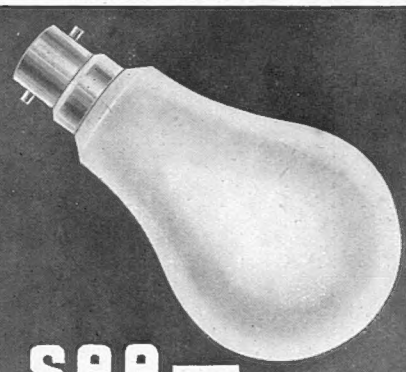

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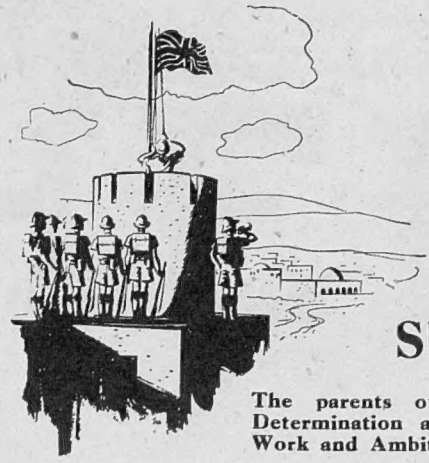

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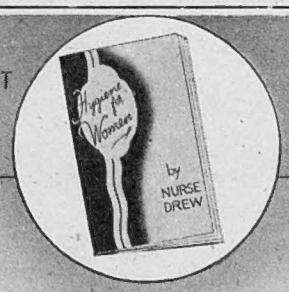

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